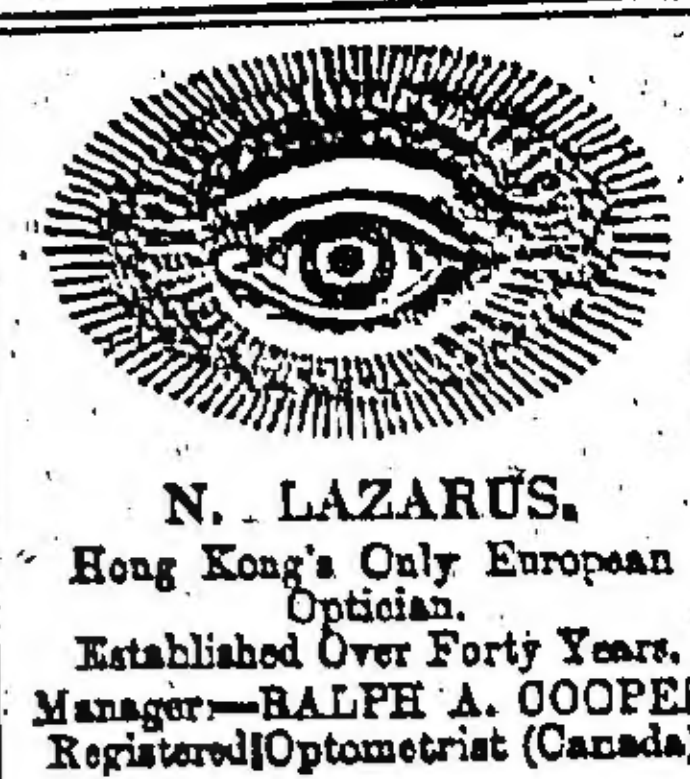


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KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.37	8.00	8.28	9.15	10.09	12.02	1.13	2.37	3.00
Yau Ma Tei ...Dep.	6.45	8.08	8.36	9.23	10.17	12.10	1.21	2.45	3.08
Shatin ...Dep.	6.57	8.20	8.48	9.35	10.29	12.22	1.33	2.57	3.20
Tai Po ...Dep.	7.11	8.34	9.02	9.49	10.43	12.36	1.47	3.11	3.34
Tai Po Market ...Dep.	7.25	8.48	9.16	10.03	10.57	12.50	2.01	3.25	3.48
Fanning ...Dep.	7.37	9.00	9.28	10.15	11.09	13.02	2.13	3.37	4.00
Shaukei ...Dep.	7.51	9.14	9.42	10.29	11.23	13.16	2.25	3.49	4.12
Sham Shui Po ...Dep.	8.05	9.28	9.56	10.43	11.37	13.30	2.37	4.01	4.24
Canton ...Arr.	11.50	11.50	11.50	11.50	11.50	11.50	11.50	11.50	11.50

	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	11.50	11.50	11.50	11.50	11.50	11.50	11.50	11.50	11.50
Sham Shui Po ...Dep.	12.04	12.04	12.04	12.04	12.04	12.04	12.04	12.04	12.04
Shaukei ...Dep.	12.18	12.18	12.18	12.18	12.18	12.18	12.18	12.18	12.18
Fanning ...Dep.	12.32	12.32	12.32	12.32	12.32	12.32	12.32	12.32	12.32
Tai Po Market ...Dep.	12.46	12.46	12.46	12.46	12.46	12.46	12.46	12.46	12.46
Tai Po ...Dep.	13.00	13.00	13.00	13.00	13.00	13.00	13.00	13.00	13.00
Shatin ...Dep.	13.14	13.14	13.14	13.14	13.14	13.14	13.14	13.14	13.14
Yau Ma Tei ...Dep.	13.28	13.28	13.28	13.28	13.28	13.28	13.28	13.28	13.28
Kowloon ...Arr.	13.42	13.42	13.42	13.42	13.42	13.42	13.42	13.42	13.42

SEA TAU KOK BRANCH.

	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Fanning ...Dep.	7.45	8.08	8.36	9.23	10.17	12.10	1.21	2.45	3.08
Shaukei ...Dep.	8.00	8.23	8.51	9.38	10.32	12.25	1.36	3.00	3.23
Sham Shui Po ...Dep.	8.14	8.37	9.05	9.52	10.46	12.39	1.50	3.14	3.37
Fanning ...Dep.	8.28	8.51	9.19	10.06	11.00	12.53	2.04	3.28	3.51

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WEMBLEY STADIUM SOLD.

HAS DOG RACING COME
TO STAY?

AUTUMN THEATRICAL
PRODUCTIONS.

(FROM OUR OWN CORRESPONDENT.)

London, Aug. 20th.

The Wembley Stadium has been sold for £150,000 to a syndicate formed to promote the new craze of greyhound racing, and the intention is to use the great arena for the meetings. The syndicate is in no way connected with the organisation which started greyhound racing in London at the White City, about which I have written on previous occasions. It is proposed to hold races at Wembley on three evenings a week during the winter. The playing field in the centre of the arena, where the Cup Tie final is always decided, is not to be interfered with, and the course along which the electric "hare" is to lead the competing dogs will be laid outside the touch line.

It remains to be seen how the new venture will prosper—that is to say, whether London will support greyhound racing in two centres. The White City at Shepherd's Bush, which still attracts from 30,000 to 50,000 spectators at every meeting, is more accessible than Wembley, but the Stadium has seating accommodation for nearly 100,000 people.

Is It Merely a Craze?

I hear various opinions regarding the craze for greyhound racing, for it is no more than a craze in the present stage, and also some strong criticism of the latest developments. This is if it be true, as passing interest, that similar meetings are to be established in other countries in Europe and in India. Limited liability companies are being formed in big towns practically in all parts of the country, with capital ranging from £2,000 to £100,000 with the object of carrying on greyhound race meetings. The public are invited to subscribe money for shares. Enormous profits are being made at the White City, and this is responsible for the popular belief that the so-called sport is a veritable gold mine.

It must be noted, however, that in many cases the enterprising company promoters have not even a ground for the race meetings, but only an option to acquire land for the purpose. None of these associations are subject to the control of a central authority with power to regulate the sport in the same way that the Jockey Club lays down the law as regards horse racing. Obviously this is unsatisfactory, to say the least; and yet one hears talk of having a Greyhound "Derby," and of international race meetings.

Another point is that in the eagerness to get-rich-quick the promoters now appearing on the scene have apparently forgotten that the supply of dogs is limited. If all the associations which are in course of formation were to begin holding meetings there are not enough greyhounds in the country to provide fixtures! And this is rather amusing when one comes to think of it.

The Prayer Book.

There is every reason to believe that strenuous opposition will be offered to the new Prayer Book Measure when it comes before Parliament in the Autumn. The Measure having been passed by the Church Assembly is now under consideration by the Ecclesiastical Committee of Parliament, who are examining it in order to see whether any of the proposed changes in the old Book of Common Prayer would raise constitutional questions. When the Ecclesiastical Committee have finished their labours they will draw up a report, and it is at this stage that the opponents of revision intend to launch their attack. They want Parliament to reject the new Prayer Book Measure. But they will not have things all their own way. The League of

(Continued on next column.)

SHANGHAI LABOUR UNION.

MAN PAID \$10 TO MURDER
A WOMAN?

SERIOUS POLICE ALLEGATIONS.

Allegation against the notorious Labour Union of conspiracy in the attempted murder of a Chinese mill forewoman on Yangtze Road, Shanghai, were made by the police and witnesses for the prosecution in a case which was heard at the Provisional Court last week. Three coolies, were charged with the attempted murder of a forewoman by stabbing her with a knife. The alleged offence occurred on Holong Road. Complainant was Yih Ah Sun, at present in hospital suffering from stab wounds in the back.

P. C. S. Moir, of Yangtze Road Police Station, appeared for the police, and stated that the complainant was employed at the Wing On Cotton Mill. She was on her way home from on the day shift when one of the accused approached her from behind and stabbed her twice in the back. He then threw away the knife which he had used and made his escape. His two accomplices doing likewise.

A Chinese police constable chased and caught the would-be assassin and from information obtained from him the other two accused were arrested, at 333, Yulin Road where another dagger, similar to that picked up on Holong Road after the attack on the forewoman, was discovered. The address on Yulin Road, "explained witness, was formerly that of the Tramway Men's Union.

One of the accused claimed that the stabbing was the result of a "sweetheart" affair, but another admitted that the first accused had been paid \$10 by the Labour Union to kill the woman because she had refused to join them.

The case was remanded at the request of the police, for further investigations to be made.—Shanghai Times.

Loyalty and Order formed to support the revised version, with the Duke of Devonshire as President, are appealing for public support. They ask that all those who believe that the enactment of the Prayer Book Measure is for the benefit of the Church and Nation to give their definite approval, both by making known their individual views to Members of Parliament by a personal letter, and by joining the League. The opinion in London is that, in spite of opposition, the Measure will be approved by Parliament.

London Theatres.

This month half the London theatres are closed and deserted, as is usual in the holiday month of August. But in a few weeks there will be plenty of work and bustling activity in preparation for the Autumn season. The touring companies are this week taking the road in some strength, and more than twenty went North from Euston alone. One of them was the "Girl Friend," which is to be tried out at Liverpool before replacing "Princess Charming" at the Palace Theatre in London. This latter entertainment, now that "The Constant Nymph" has ended, has achieved the distinction of attaining London's longest run. It was produced in October last year.

"The Constant Nymph" is to be succeeded at the New Theatre by a play with the thrilling title of "Among the Wolves," which has the unusual setting of Greenland. Several other productions have been announced, but the future plans of a number of theatres at present closed remain unsettled. This week we are having a new play at the Globe called "The Wife," the work of a Fleet Street art editor, and a good advertisement in advance because the Censor refused to pass it on account of the inclusion of some lines from the Bible. We are also promised a farce from the French in succession to Irish drama at the Court Theatre, a play from America at the Strand, and several new musical pieces, including "The Beloved Vagabond," from the novel of that name, with Mrs. Hilbert Phillipson, M.P., in the cast.—H.B.

DIARY OF EVENTS.

To-day.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m. and King Edward Hotel, 5 p.m.
Peak Club bowling green informal opening, 5.15 p.m.
H.K. Baseball League: Philippines v. "Dragons" (S.C.A.A.), Happy Valley Diamond, 5.15 p.m.
Water Polo League: K.O.S.B. v. K.B.S.F.P.A. (B); V.R.C. (A) v. K.B.S.F.P.A. (A).
Ping Pong League: W.Y.O.B.U. v. T. Institute (C.C.Y.M.S.).
Naval and Military Y.M.C.A.s: "Cheer O": Whist, Sing-Song, 7 p.m.; Grand Concert, City Hall, 6.30 p.m.
Oriental Strolling Players and 1st Northamptonshire Regimental Band, Lee Theatre, 9.30 p.m.
Queen's Theatre: "A Society Scandal."
World Theatre: "Wild Oats Lane."
Star Theatre: "Seven Keys to Baldpate."
Principal Mails:—Outward: Canada, America, etc., Europe via Siberia and via Vancouver, B.C. (Empress of Asia), 10 a.m.

Thursday.

Legislative Council Meeting (Debate on Budget), 9.30 p.m.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.
Rugby Football: H.K. Rugby Football Club v. Waseda University, H.K.F.C. ground, Happy Valley, 5.30 p.m.
Ping Pong League: W.Y. College v. C.R.C. (St. Peter's Club).
Naval and Military Y.M.C.A.s: "Cheer O": Informal Dance, 7 p.m.; "Better Ole": Variety Concert, 7 p.m.
After dinner dance at Lee Gardens.
Oriental Strolling Players and 1st Northamptonshire Regimental Band, Lee Theatre, 9.30 p.m.
Queen's Theatre: "A Kiss for Cinderella." (Sir James Barrie Play).
World Theatre: "The Ragman." (Jackie Coogan).
Star Theatre: "The Golden Cocoon."
Principal Mails:—Inward: Australia, etc. (Aki Maru); Europe via Suez (Malaka); Europe via Siberia (Lianzhou). Outward: Europe via Siberia (Malaka), 5 p.m.

Friday.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m. and King Edward Hotel, 5 p.m.
Hong Kong Baseball League: "Dragons" (S.C.A.A.) v. "Tigers" (S.C.A.A.), Happy Valley Diamond, 5.15 p.m.
40th Annual general meeting H.K. St. Andrew's Society, City Hall, 5.45 p.m.
Ping Pong League: H.K. University v. C.C.Y.M.S. (Y.M.C.A.).
Naval and Military Y.M.C.A.s: "Cheer O": Concert, 7 p.m.
Forbes Russell Comedy Company present "The Last of Mrs. Cheyne" Theatre Royal, 8.15 p.m.
Oriental Strolling Players and 1st Northamptonshire Regimental Band, Lee Theatre, 9.30 p.m.
Queen's Theatre: "A Kiss for Cinderella." (Sir James Barrie Play).
World Theatre: "The Ragman." (Jackie Coogan).
Star Theatre: "The Golden Cocoon."

Saturday.

Bankruptcy Court sitting at Supreme Court.
Golf: Bogey Pool, Fanning, Bowls: 2nd Interport Trial Match, Craigengower C.C. green, 3.30 p.m.
Hong Kong Baseball League: Philippines v. H.K.B.C., Happy Valley Diamond, 4 p.m.
The Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.
Ping Pong League: W.Y.O.B.U. v. Y.M.C.A. (S.C.A.A.).
Dinner Dances at King Edward Hotel.
C.C.Y.M.S. (Y.M.C.A.).
Revellers' Concert Party at Kowloon Football Club.
Forbes Russell Comedy Company present "Bluebeard's Eighth Wife," Theatre Royal, 9.15 p.m.
Oriental Strolling Players and 1st Northamptonshire Regimental Band, Lee Theatre, 9.30 p.m.
Queen's Theatre: "A Kiss for Cinderella." (Sir James Barrie Play).
World Theatre: "The Ragman." (Jackie Coogan).
Star Theatre: "The Golden Cocoon."
Principal Mails:—Outward: Europe via Marseilles, etc. (Dorinda), 10.30 a.m.; Europe via Siberia (Carmarthenshire), 5 p.m.

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JAPAN AND SHANTUNG.

TIME HAS NOT YET COME
TO EVACUATE.

Personal investigation of conditions in Manchuria and Mongolia by Mr. Kaku Mori, Parliamentary Vice-Minister for Foreign Affairs, has forced him to the decision that it is still premature to evacuate Shantung.

Mr. Mori, now on his way to Tokyo from Seoul, where he arrived on August 21st, left for a trip of inspection of China last month at the request of Premier Tanaka. It is understood that his report, to be made to the Premier upon his return, will determine the question of the date of the evacuation of Shantung.

In a press interview at Seoul, the Parliamentary Vice-Minister admitted he had discussed various questions pending between Japan and China with Mr. Yoshizawa and other officials at Dairen, but said that no decision was reached. (Contrary to newspaper reports, the meeting, he said, was nothing more than exchange of views on the more important of questions facing the Japanese in Manchuria.)

Residents' Attitude Right.

In regard to the question of stopping the anti-Japanese boycott and that of commercial concessions in Manchuria and Mongolia, Mr. Mori said that the attitude of resident Japanese toward them is generally right.

"In dealing with these questions," said Mr. Mori, "a lukewarm policy will not do. A wait and see policy, if there is any, should be abandoned for good. Fortunately the policy of the Government is that of taking up the matter firmly with the Chinese Government, where such an attitude is demanded by the nature of the issue. Fears are often expressed about the possible disastrous consequences of firmness on the part of the Japanese Government but in my view such fears are unfounded. The Chinese Government authorities, there is reason to believe, take a serious view of the situation and it is my conviction that the more vital questions they receive from the Chinese authorities the careful attention which they deserve."

Can't Leave Shantung.

In regard to the question of the time to withdraw troops from Shantung, Mr. Mori said that the authorities wish to evacuate China as soon as possible. Personally, he said, he could not see any circumstances which would warrant evacuation so far as the present is concerned.

Mr. Mori closed by paying tribute to the efforts of those engaged in developing resources in North Manchuria. "More land is being brought under cultivation and the population is increased by at least 500,000 a year," he said.

These facts, he added, are additional arguments that this part of Chinese territory should receive the attention of Japanese determined to bring about closer friendship between Japan and China through their co-operation with the Chinese in the development of resources in China.—*Japan Advertiser.*

CHINESE TEMPLE ROBBED.

ARMED GANG DISTURBS
WORSHIPPERS.

BUNCH OF SHANGHAI
CRIMES.

High above the murmur of humble worshippers calling upon their favourite gods for blessing, rose the crack of guns in a Chinese temple at 258, Dixwell Road. The worshippers were startled. They felt that all was not well—that something strange indeed was about to take place.

The worshippers were quite right. The temple was being invaded by armed robbers, not assembled there for the purpose of kneeling and praying, but to collect a bit of what has been termed "the root of all evil."

Money is what the robbers were after and money is what they got. To be exact they obtained \$1,100. A neat sum for armed robbers on a quiet day. By way of explanation the shots heard were fired by the robbers for the purpose of frightening the priests and worshippers. The robbers were five in number, spoke the Komo dialect and two flourished pistols.

Another robbery reported the next day resulted in the arrest of one of a trio of armed robbers who entered a house at 160, Thibet Road. They ransacked the place and obtained considerable loot. Two of the men hurried off with the proceeds while the third, armed with a pistol, lingered to cover their retreat. The sharp eyes of the robber noted a long silk gown hanging on the wall. Lovingly his fingers caressed it as he estimated the cost. Momentarily he forgot the inmates of the room.

Sad error. One of the inmates pounced upon him, knocked the pistol from his hand and soundly belaboured him. The robber, however, escaped but was captured by two Chinese constables, following a chase. All of the men spoke the Komo dialect.

(Continued at foot of next column.)

THE WHY OF WU PEI FU.

PRESENCE IN SZECHWAN
CAUSES CONCERN.

FOREIGNERS' EXPERIENCE
NOTHING BUT FRIEND-
LINESS.

CHENGDU, Aug. 18th.
The writer has just returned from a month's absence, visiting Kiating, and making a considerable stay at Suifu, an important city on the Upper Yangtze.

To indicate that conditions are a most normal in Szechwan I might say that Dr. Wilford and Mr. Dickinson made a hurried trip to Kiating, Renchow, Yuihsien and Tzeliuting; Miss Brotherton was added in July, reaching to Suifu on the big road to Chungking; a number of missionary summer journeys to the river Min. In all these journeys no one has experienced anything but friendliness from both officials and people.

Bandits were operating on a section of the river above Suifu, but escort was provided and all went well.

The war on the South road between General Liu Wen Hui and General Liu Yu Ju did not last long. The Chengtu General on the offensive carried everything before him, and is in complete possession of all the cities on the South road from Chengtu to the Thibetan border. General Liu Yu Ju has retired from active service and is at present at his home town—Taishien—stock-taking, and probably hoping and planning.

While Yang Sen was having an other grilling experience down river, there was an attempt to possess part of his preserves, but he returned in time to head off any big move. The advent of Marshal Wu Pei Fu into Szechwan is causing considerable concern and speculation; the future alone will disclose the why of his coming.

Generals Liu Wen Hui and Den Shi Heo are still in possession of this city, and, with General Tien Sung Yao, seem to be pulling to gether. Quiet reigns in the city and district, and from all appearances a bumper rice crop will be harvested this year on the Chengtu plain. However, business is dull, living is high, gambling and opium smoking abound, and there has been considerable sickness and discontent during this rather abnormal hot summer.

Street repairs are going forward at Chengtu, Kiating and Suifu, and other nearby cities, and the motor buses are pushing their way into new districts. The roads from here to Yachow and Kiating are almost finished, while work on the road to Chungking, and one to the North, is being pushed on. This is all to the good, and a hopeful sign of progress. One of the main difficulties in operating the roads already opened is the scarcity of gasoline; both gasoline and kerosene are at a premium.

The Union University and other mission schools are planning to open as usual in the Fall. Normalcy reigns in the great Western Province and the "Remnant" here are hoping for a like condition throughout the Great Republic, and a speedy return of nationals and co-workers.

WARNING TO SHANGHAI OPIUM SMOKERS.

SEARCH FOR ILLICIT STORES
CONTEMPLATED.

SHANGHAI, Aug. 8th.
Chinese opium smokers have been instructed to obtain their licences to smoke opium before to-morrow. The order has been issued by the Shanghai Opium Suppression Bureau in a proclamation made public yesterday. The warning is given that those who fail to obtain the licence will be severely dealt with.

Another proclamation issued by the Bureau, signed by its chief, Sun Yu Lin, states that investigators of the Bureau will carry cards duly authorizing them to act for the Bureau. Their duty, it is stated, will be to co-operate with the police and soldiers in searches for smuggled opium, morphine, cocaine, heroin and other poisonous drugs at railway stations, wharves, etc. They will also be empowered to search for unlicensed opium smokers in hotels and cafes and other places and to ascertain if opium selling shops are affixing the proper number of revenue stamps to opium sold.

According to a local Chinese newspaper, the Ministry of Finance at Peking has submitted a petition to Chang Tso Lin asking for sanction to place the Opium Suppression Bureau in Peking under the management of merchants but under the supervision of officials, on the condition that the merchants contribute \$300,000 monthly to meet expenses of the military.

This request, it is stated, has been granted by Chang Tso Lin and the Bureau is now being managed by merchants.—*Shanghai Times.*

The Komo gentry scored again in an armed highway robbery on Tientsin Road, near the corner of Chihli Road. Five men held up a lawyer's clerk and relieved him of important papers.—*Shanghai Times.*

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C.
WOLFE, CAPTAIN SUPERINTEN-
DENT OF POLICE.]

CHINESE COMPANY.

Revolver Practice.

Thirty-six members of the Chinese Company to be detailed by the Company Commander will attend for instruction in Revolver Shooting at the Police Revolver Range under Inspector H. J. Paterson on Saturday, September 17th. Fall in at Central Police Station at 2.15 p.m. sharp. Dress: White uniform with helmet. No belt nor trunk-chen. Any member detailed who possesses a revolver licence may bring his private revolver with him.

INDIAN COMPANY.

Strength.

The following has enrolled in the Indian Company:—Constable R. S. Rangin Singh.

MOTOR CYCLIST SECTION (FLYING SQUAD).

There will be the usual instructional Patrol on Thursday, September 15th, leaving Central Police Station at 5.15 p.m.

GENERAL.

Police Training School.

The advanced members of the Chinese and Indian Companies will attend at the Police Training School at 5.30 a.m. sharp on Thursday, September 15th, and Tuesday, September 20th, for instruction in Police duties and regulations, by Inspector H. J. Paterson. Every member attending will bring his instruction book with him.

Parades.

All recruits of the Chinese and Indian Companies will parade in full at the Central Police Station for squad drill and rifle exercises under Sergeant R. J. Hunt at 5.30 p.m. sharp as follows:—

Chinese Company on Thursday,

September 15th, and Tuesday,

September 20th.

Indian Company on Friday,

September 16th, and Monday,

September 19th.

(Sgd.) G. B. HARTFORD,
D.S.P. (R.), Adjutant.

Hong Kong, Sept. 13th, 1927.

TIN DREDGERS FOR MALAYA.

CONTRACT AWARDED TO
UNITED ENGINEERS.

We are informed that the order for the two new steel electrically operated bucket dredgers and one steam operated channel digging dredge required for the Penawit (Malaya) Tin Dredging Co., Ltd., a recent local flotation, has been placed with United Engineers, Limited, says the *Straits Times*.

The tin dredgers are to be constructed, delivered to site and erected in working order in eighteen months, and will rank amongst the largest operating in Malaya.

The size of the pontoons will be 194 ft. long by 52 ft. wide by 10 ft. deep divided into watertight compartments, and the dredgers are to be designed for digging to a depth of 80 ft. below water level. Fitted with buckets of the tray connected type, each of 100 cubic feet capacity, the plants will be designed for a working capacity of 120,000 to 130,000 cubic yards per month of 600 working hours.

The Electrical Equipment.

All motors and electrical equipment will be by Crompton and Co., the well-known makers of electrical machinery, for whom United Engineers, Limited, are the sole agents in this part of the world.

A special feature is to be made of the electrical equipment to receive current at 3,300 volts, transform to a working pressure of 400 volts, and distribute to the various motors, to work the bucket line, screen, ladder hoist, mooring winches, high and low pressure pumps and auxiliary units.

Separate winches for operating the bucket ladder, and maneuvering the dredger, are to be provided, with powerful compound brakes fitted to all hauling and winding drums. Travelling cranes are also to be fitted over all machinery for handling the heavy parts.

Made in Singapore.

With the exception of the buckets, tumblers and crown wheels, the whole of the steel castings used in the construction of the dredgers will be manufactured in the contractors' steel foundry at Singapore.

Self clearing buckets, balanced ladder lines, grit proof ladder rollers and tumbler bearings, and many other special features will combine to make these dredgers examples of the most up-to-date and efficient machines of their kind in Malaya.

United Engineers have already constructed six complete dredgers, also the machinery for several other plants.

QUEEN'S THEATRE

TO-DAY AT 2.30, 5.10, 7.15 & 9.20.

GLORIA SWANSON

ROD LA ROCQUE & RICARDO CORTEZ

IN

A SOCIETY SCANDAL

The film version of Alfred Sutro's
stage success "The Laughing Lady."

WORLD

VIOLA DANA & ROBERT AGNEW

WILD OATS LANE

TO-DAY AT 5.15 & 9.20 Only
At 2.30 & 7.15—Chinese Love Drama
(Second Part.)

STAR

DOUGLAS MACLEAN

SEVEN KEYS TO BALDPATE

TO-DAY ONLY
Continuous from 2.30 to 11.15.

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supplied to Ward-rooms and
Messes of H.M.'s Service
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Clubs and Bars in Hong Kong, when demanded.

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Tel. 3517.

[A.P.S.]

JAPANESE MAYOR FOR U.S.A. TOWN.

UNIQUE NOMINATION IN
EDMONTON.

"CARRIED UNANIMOUSLY."

Kinjiro Matsudaira, an American-born Japanese, has been elected Mayor of the town of Edmonton, Maryland, near Washington, wires Mr. F. W. Wile to the *Japan Advertiser*. He received every vote cast by the citizens of the town, as he had no opponent.

It is believed that this is the first incident of the kind in American history.

Scion Of Noble Family.

Two years ago the American Embassy in Tokyo received a letter from Mr. Kinjiro Matsudaira, an American citizen living in Maryland, and upon inquiry at his request learned that he was the son of a Mr. Tadaatsu Matsudaira, who was the brother of the late Viscount Churei Matsudaira. His mother was an American woman whom Mr. Tadaatsu Matsudaira married seven years after he went to America in the late seventies.

The new Mayor of Edmonton was only three years old when his father died in America. He knew nothing about his ancestors beyond that his father came from a noble family in Japan.

Years passed until Mr. Tsunoo Matsudaira, present Japanese Ambassador to Washington, was appointed envoy at Washington. The Ambassador being of the same family name and on a noble family in Japan, the American thought that he might be related to the Ambassador.

He wrote to the late Mr. Bancroft, then American Ambassador to Tokyo, inquiring if he was related in any way to the family of Matsudaira from which the Japanese Ambassador came. Ambassador Bancroft, following an extensive inquiry, determined the inquirer's lineage.

Eloped And Missed Ship.
According to the discovery made at that time, the youth's father, Mr. Tadaatsu Matsudaira, when young, went to America with his elder brother to pursue their studies in engineering. That was in 1876.

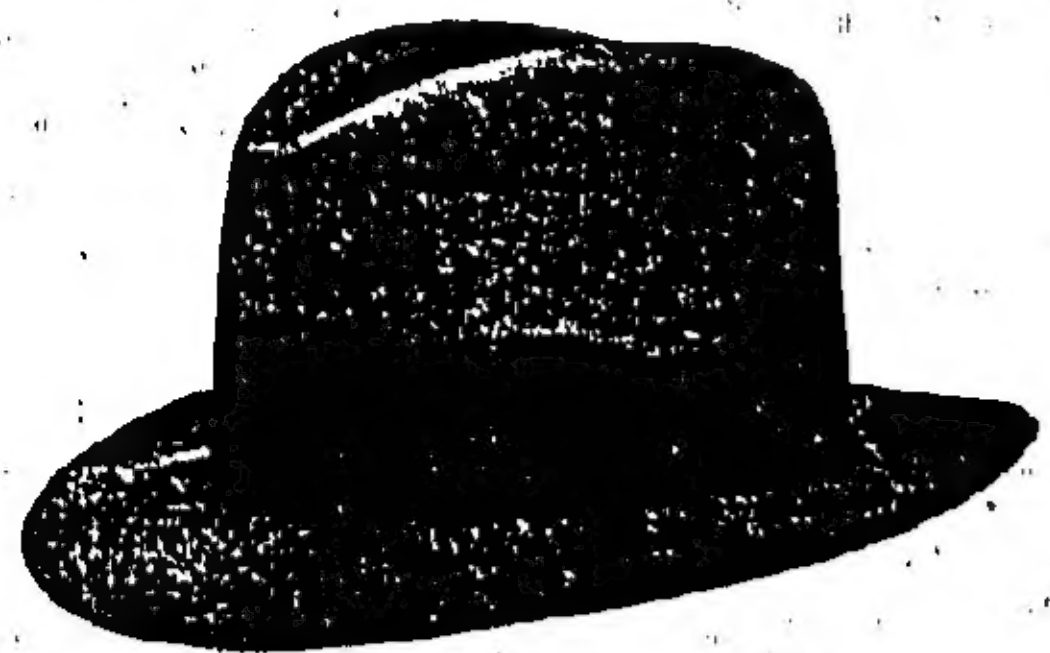
There the two youths studied for seven years, and at the end of the seventh year they bought passage for home. But when the steamer, on which they were to return to Japan, was about to sail, the younger brother failed to appear. He had fallen in love with an American girl and eloped with her.

The late Viscount Matsudaira returned to Japan alone, and for the next 40 years no tidings of his disappeared brother came to Tokyo. In the meantime his happily married brother obtained a position with a railroad firm in Maryland. He died in 1892, leaving his three-year-old son.

The new Mayor of Edmonton is a cousin of Viscount Tadamasa Matsudaira, who is now residing in Tokyo, but is not related to the Ambassador Matsudaira's family.



Quite naturally, the man who knows that appearance does count selects a HENRY HEATH Hat with the certainty that by so doing he secures advantage of style, quality and durability.



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Finest fur felt, adaptable to any shape of brim, suitable Town and Country wear. Colours: Buffs, Browns and Greys.

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WHITEWAYS, THE STORE FOR VALUES
HONG KONG.

LABOUR'S POLICY.

ALTERNATIVE TO CAPITAL LEVY.

A REPUBLIC FOR BRITAIN.

CENSURING PARTY LEADERS.

There are three outstanding features of the agenda for the twenty-seventh annual conference of the Labour party to be held at Blackpool on the four days commencing October 3rd. They are:

Proposals for imposing an alternative to the Capital Levy; A motion in favour of the abolition of the Monarchy, the Privy Council, and the House of Lords, and the transformation of the State into a Democratic Republic; and Numerous resolutions submitted from various branches urging the censure of party leaders, one ground being that they supported pleas for industrial peace.

In the name of the Hastings and St. Leonards Labour party there appears a motion in favour of the discontinuance of "capitalist, Imperialist, and military celebrations on Armistice Day," for the reason that the anniversary "involves needless mental distress to many persons, and tends to continue bad feeling towards people of other nationalities." The motion declares it to be "to the interest of amity and good feeling among our own people and the furtherance of the aims of the international Labour movement," that the celebrations should be discontinued.

Tax by Instalments.

There are likely to be lively debates on the subject of the Capital Levy. Several branches submit motions in favour of the restoration of the levy to the party's programme, but this is not the view of the Executive Committee, who have drawn up a resolution in favour of surtax on income from property and investments, the annual imposition contemplated being \$100,000,000. The following are the terms of the resolution:

This conference, being of the opinion that the existing sinking fund for the redemption of the National Debt is being used to hamper the growth of the social services and to continue the burden of the food taxes upon the poor, calls for the imposition of a special surtax on incomes over \$300 a year derived from property and investments—as proposed in the minority report of the Colwyn Committee—with the object of liberating resources for the abolition of taxes on necessities, for the development of the social services, and for reduction of the debt.

As an appendix to the agenda there is a memorandum on financial policy which gives details of the levy by instalments. It recalls the appointment by the Right Hon. Philip Snowden, when Chancellor of the Exchequer, of the Colwyn Committee, and the rejection of the Labour party's proposal for a Capital Levy. The memorandum proceeds:

"The adoption by Parliament of the alternative method of dealing with the National Debt—redemption by an annual Sinking Fund, instead of prompt repayment of half the capital—compels a change in the form of the additional taxation which the Labour party proposed as the Capital Levy. It is as necessary to-day as it was in 1918 to lessen the prodigious inequalities in wealth, which Capitalism created, the Great War intensified, and our huge National Debt helps to maintain. Now that the nation has missed the time for a massive redemption of debt and has preferred a Sinking Fund, there are advantages in getting our 'Capital Levy' not in a single payment, but in an annual income for the State."

The problem for the Labour Government will be to obtain the sum necessary for this purpose from the same individuals as would have had to pay, in proportion to their wealth, in the original proposal of the Capital Levy, with the same sort of exemption and graduation as were then suggested, but in the form rendered necessary by the establishment of the Sinking Fund and the other changes that have since taken place. In the light of the information obtained by the Colwyn Committee, and from other sources, this new form is now found in what is known as the surtax on income from property and investments."

It is proposed that there should be a new tax payable only on the "unearned" income—that is to say, on the income derived from the ownership of property and investments. The average rate would be about 2s. in the £. The surtax would be graduated, and it would only be imposed upon those whose income from property and investments was over £500 a year. "Broadly," says the memorandum, "this would mean that the new tax would be paid by the same people who would have paid the Capital Levy in the original form in which it was proposed. Instead of a once-for-all tax assessed in proportion to the capital itself, there would be this new annual tax assessed in proportion to the income which the ownership of capital yields."

(Continued on next column.)

LEAVING TO-DAY.

PASSENGERS ON "EMPRESS OF ASIA."

LOCAL RESIDENTS.

The R.M.S. *Empress of Asia* leaves Hong Kong today at noon en route for Vancouver via ports. Several local residents are included in the list of departing passengers. Among them are:

Mr. George Hogg, Manager of the National City Bank of New York, on transfer to Shanghai.
Mr. Allan Cameron, Oriental Manager of the C.P.R., on a business trip to Shanghai.
Mr. W. Galloway, of Messrs. Jardine, Matheson & Co., for Shanghai.
Lieut. Col. and Mrs. F. Hayley Bell, for Shanghai.
Mr. and Mrs. R. D. F. Beith and family, for Shanghai.
Mr. R. R. Roxburgh, of Thornycrofts, for Shanghai.
Mrs. A. W. Davison, wife of Capt. Davison, Marine Superintendent, of the C.P.R.
Miss N. Manuk, making the round trip to Vancouver and back.

The figures furnished by the Board of Inland Revenue are such that the proposed surtax would yield about \$35,000,000 a year, an amount equal to, if not in excess of, the net annual yield which would have been obtained from the net proceeds of the Capital Levy in the form in which it was proposed in 1918. Finally, it should be emphasised that the object of the original form of the Capital Levy—the partial rectification of the gross inequalities of wealth which were so greatly increased by the war—will be achieved in the same extent as by the original proposal through the proposed surtax.

Further Revenues.

"Further revenues must be sought in the reform of the death duties and in the taxation of land values. If this be added to the \$35,000,000 obtained from the surtax, a total sum of at least \$100,000,000 would be obtained without imposing any additional burden on any struggling business."

The resolutions which have been sent in by the local Labour parties touch on a wide range of subjects, from China to pure milk.

Petty Policies.

Six branches are concerned about the colours of the party. One suggestion is for red, another red, white, and green, and a third red and yellow, "symbolising through fire into sunshine."

Mitcham advocates that no member of the party should be a Privy Councillor, North St. Pancras that "as a gesture against militarism" military and naval titles should be renounced by members possessing them.

Leaders of the party are the subjects of several motions of censure. One standing in the name of the Typographical Association states:

In view of the advice and help given by Sir Henry Slesser, M.P., and Mr. A. Henderson, jun., to the proprietors of the *Manchester Guardian* and the *Manchester Evening News* in their formation of a house union, the aims and objects of such house union being in direct opposition to the rules and working regulations of the Typographical Association, and has required in the office being closed by that trade union to its members, this conference is of opinion that these gentlemen are not fit and proper persons to be legal advisers to the Labour party.

Election Programme.

The writing of contributions by leaders and members of the party, not professional journalists, is condemned by several branches, and Aberdare seeks to prevent Labour M.P.s from attacking one another in public. The National Amalgamated Furnishing Trade Association will seek to secure the condemnation of the leaders of the party for their policy in regard to the miners' dispute, and Richmond will call for a vote of censure on the Labour signatories to the Blanesburgh report. Censure upon the direct and indirect support given by the Labour party leadership to the Unionist Government, in regard to China, is urged by Lambeth Trades and Labour Council. The motion regarding Industrial Peace, to be proposed by North Lanark D.L.P., reads:

This conference declares that the plea of certain Labour leaders for industrial peace is not the policy and function for which the Labour party exists, and is of the opinion that disciplinary action should be taken against those persons who are advocating a policy which is hostile to the Labour movement, as the attitude of the Labour movement should be to abolish capitalism, not to co-operate with it.

Turning from the past to the future, there are resolutions on the subject of the next election and of the "next Labour Government." Some advocate the preparation of a scheme for insuring candidates' £150 deposits at the next election. The speeding up of the agricultural campaign in rural areas is urged.

The drawing up of an election programme "which would constitute a programme of legislation and administrative action for a Labour Government," is to be proposed in a special resolution of the executive.

"A SOCIETY SCANDAL" AT THE QUEEN'S.

THE POPULARITY OF "VAMPS."

A FILM FIGMENT.

[BY OUR FILM CRITIC.]

"A Society Scandal" is another of the "Glorifying Gloria" series, although like the rest of them it professes to be much more. Gloria as Marjorie Colbert, a society beauty, gets herself involved in a divorce. Instead, however, of bringing the battery of her charms and wardrobe to bear upon the jury, she reserves them for her husband's attorney when the case has gone against her. That she should lose is reasonable enough after such a disregard of both stage and divorce court conventions. The attorney, a high souled young man from the country, who is played by Rod La Rocque, falls an easy victim to Gloria in her drawing room despite his professed horror and detestation of her in the court, but then she dressed and behaved so differently that—naturally—the poor young man was bewildered.

"A Society Scandal" professes to point a moral, that the innocent can be made to suffer cruelly at the hands of law and society. Actually the obvious moral is that beautiful clothes well worn and an alluring manner can tide a clever woman over the stormy seas of outraged public opinion. For the ending when Gloria and her late enemy fall into each others arms is prefaced by a caption: "The public will forgive us, they like a happy ending."

We have said before that "Miss Swanson is wasted in such plays, and we might add here that the same applies to Rod La Rocque and Ricardo Cortez who very ably plays the "man in the case." But a cast like this in a story which, despite its weaknesses, offers several chances for emotional acting, cannot fail to produce an interesting picture.

The Vamp is as much a part of film "art" as the cow boy. We had often wondered for which members of the audience she was provided, for "box office" receipts show clearly that the vamp is a stock "draw." A letter published lately in one of the London gave us the clue. It expressed the naive opinion that women liked to see vamps in order to study the methods of hunting and holding that elusive prey, man! The young lady who wrote the letter, and her sisters who flock to see the film vamp must have an extraordinarily low opinion of masculine intelligence.

Vamping is not enough, it is personality which counts, and is the explanation of Gloria Swanson's popularity. Whatever rubbish she may be acting, she is, trying to attract her audience, to get into sympathy with them; the young men in the play to whom she displays her dresses and her figure get from her more contemptuous glances than smiles, the latter she reserves for the audience.

MR. J. O. ARMOUR'S ESTATE.

DOUBT AS TO SOLVENCY.

New York. Despatches from Chicago state that it is questionable whether the estate of Mr. J. Ogden Armour, who died in London recently, is solvent. In 1918 the head of one of the greatest meat-packing concerns in the world possessed a fortune estimated at \$25,000,000, but when the packing house crash came in 1921 Mr. Armour is said to have declared that he lost money at the rate of \$200,000 each day for a period of weeks, until the gigantic tower of wealth toppled to a wreck of a few millions. Six years ago Mr. Armour owed Armour and Company \$10,000,000, but the debt has now been reduced, it is said, to \$3,600,000. In his days of prosperity Mr. Armour poured millions into speculations that showed failure from the start. His loss in the goods railway under Chicago, now in receivership, is said to have been \$4,000,000, and he personally guaranteed nearly \$4,000,000 in the bonds of an irrigation scheme which is now on the financial rocks. The collapse of Mr. Armour's fortune was soon followed by his physical collapse, and he has been intermittently ill for five years.

KAIPING COAL FOR ALL PURPOSES.



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IN A SINGAPORE STREET.

EUROPEAN OFFICIAL'S CHASE OF ARMED ASSAILANT.

CHINESE APATHY.

In the streets of Singapore, one might at any moment be brought into unpleasant (nay, dangerous, and perchance fatal) contact with any of the shootings or stabbings that are almost a daily occurrence.

This fact was emphasised in the exciting experience of Mr. C. H. Dakers, the Third Police Magistrate. He was on his way to office, when in Havelock Road, 300 yards from the Chinese Secretariat, coming upon several Chinese attacking another with knives, he left his car and went to the aid of the apparently badly wounded man.

Whether the assailants would have fled at Mr. Dakers' approach if they had been armed with pistols instead of knives is matter for surmise, but that is what they did, and in the chase that ensued up Havelock Road, Mr. Dakers' Malay aide, who was a few paces ahead of his master, was able to seize one of the men.

The Wounded Man.

On the way back to the waiting car, in which the wounded man was brought to the Central Police Station and conveyed thence in an ambulance to hospital, Mr. Dakers picked up a bloodstained knife, dropped by one of the fugitives.

A few minutes after the occurrence a Pathan civilian brought in a fleeing Chinese and a Malay policeman another, and a second knife was picked up near the scene of the attack by Mr. W. H. Garfield, of the Chinese Protectorate.

Would Not Interfere.

The apathy with which such street incidents are regarded by the average Chinese crowd in Singapore, and but for which perhaps these ruffians would not be so ready to resort to violence, was emphasised by Mr. Dakers in response to enquiries by a *Straits Times* representative. "There was a crowd of Chinese watching the man being attacked," said Mr. Dakers, "and not one of them made any effort either to prevent it or seize any of the assailants."—*Straits Times*.

SAIGON RICE MARKET.

FURTHER FALL IN PRICES.

The Compagnie de Commerce et de Navigation d'Extrême-Orient in their report dated Saigon, September 8th, state:—

Our market is still very quiet and the prices have made a further drop. The tendency remains the same.

The total amount of rice exported from January 1st to August 31st, 1927, is tons 1,113,149,257 against tons 998,079,985 in 1926.

We quote to-day white Saigon rice No. 1—25% broken—round grain—Hong Kong \$7.20 per picul of 134 lbs. f.o.b. Saigon, \$6.11.11 per cwt. f.o.b. Saigon, yen 7.45 per picul of 134 lbs. f.o.b. Saigon.

White Saigon rice No. 2 silted, Japan quality—Hong Kong \$6.50 per picul of 134 lbs. f.o.b. Saigon, \$5.10.9 per cwt. f.o.b. Saigon, yen 6.70 per picul of 134 lbs. f.o.b. Saigon.

For September/October—shipment.

GUNBOAT SINKS TWO NATIVE JUNKS.

COLLISION ON SHANGHAI WATERFRONT WITH RIVER JUNKS.

SHANGHAI, August 7th.

Meeting with that congestion which so frequently exists on the Bund waterfront between sunrise and sunset, a Chinese gunboat flying the Nationalist flag rammed two native junks opposite Foochow Road Jetty whilst proceeding upstream at 3.30 o'clock yesterday afternoon, sinking both of them and it is believed, drowning several of the occupants.

A large quantity of native cargo carried by the junks was thrown into the river together with the occupants when the gunboat struck the wooden craft and continued to float about, for a long time after the gunboat had passed as silent testimony to the tragedy.

The gunboat, which was almost of the torpedo-boat variety, very low in the water, with exceedingly sharp bows, was travelling at about five or six knots at the time of the collision. It sounded its siren frequently when rounding the Garden Bridge bend and struck a course about the middle of the river, deviating but little despite the numerous river craft in the locality, save when the unfortunate junks, which were eventually sunk, failed to clear its bows.

The latter struck the first junk amidships on the port side, carried it for some little distance and almost immediately crashed into the second which was tacking across the river at that point in company with the first. The first junk was almost cut in two, the second had a great hole knocked in its side and quickly sank, according to the reports available last night.

No information, however, could be obtained from the Harbour Master's Office and all information had to be gathered from eyewitnesses.

AUSTRALIA TO HAVE MORE FORESTS.

PROGRAMME ADVANCED BY IMPERIAL GRANT.

ADELAIDE, S. Aust.

A grant of £398,250, according to the Premier, Richard L. Butler, has been granted by the imperial authorities as a nucleus for starting afforestation on a larger scale in the fertile south-eastern districts, where the conditions are most favourable for the growth of soft woods, particularly the pinus insignis. There are already in this beautiful country, which is largely of volcanic origin, a number of government forests.

Representatives of the British Government have had an eye on the south-east for a long time. It is here that they expect an opportunity to be able to place migrants from England. The Scottish societies of this splendid area are now drawing up a scheme for the importation of families from Scotland.

Several estates have been offered to the Government for purchase and subdivision into farms, and a substantial income is assured from these lands, where onions, potatoes and cereals grow to perfection. A minimum of 50,000 acres is to be planted over a period of 10 years, and paper pulp works will also be started. It will be necessary for the state to secure a further 100,000 acres of land to carry on the project, and already 44,000 acres have been purchased at a cost of £280,000. It is estimated that the expenditure on an acre for 30 years' work will be £207. Every acre harvested will, on present-day costs, enable the state to replant, without involving the taxpayer, between six and seven acres of forest.

MORE TROOPS.

RECRUITING DEPOTS ESTABLISHED.

MINING AND RUBBER POSSIBILITIES.

CHRISTIAN EDUCATION.

[FROM OUR CHINESE CORRESPONDENT.]

The Canton Military Authorities are creating a sphere of their own independent of Nanking and Hankow in the two provinces, Kwangtung and Kwangsi. More than 15 troop recruiting agencies are in operation of have been sanctioned.

Unsettled conditions within the Province do not discourage the Canton Bureau of Industry which is still carrying on investigations in two important directions—mining and rubber production. The Bureau recently sent experts to the Northern Districts to review the possibilities of developing the coal mines there. According to the experts, certain fields on Yunnan Hsien may be worked immediately. There are now more than 30 factories in Canton City alone, manufacturing rubber goods. The rubber is imported, but the opinion has been strongly supported that the island of Hainan and other parts of Kwangtung will produce rubber not only to meet local needs but also for export.

Recent Red persecution of Christians and labour tyranny over Mission schools in Canton have failed to stop the progress of Christian education, and schools managed by the various Churches and Missions in this Province are all re-opening for the autumn term. Canton Christian College, now known as the Lingnan University under a new Board of Directors mostly Chinese, will start its autumn work on September 10th, after a suspension of nearly six months. St. Hilda's School for Girls, of the China Inland Mission, in the Eastern Suburbs, Canton, re-opened a week ago with a large attendance, including many new students.

Kuomintang officials in Kungchow, Hainan, have reported to Canton that the "Reds" are planning a coup d'etat against the present administration sent from Canton City. They are taking the situation very seriously and believe that the "Reds" are extremely well equipped with arms.

Triumphal arches are being built in Canton City to welcome home the divisions of the 4th Army now on their way back to the city from Hankow. These troops are commanded by General Chang Fui Kwei, who has recently turned against the Russian gang at Hankow and is reported to be now in Hong Kong awaiting the return of his men to the Southern Capital. As soon as he has men enough in Canton to make his return safe, General Chang will leave the British Colony.

By enforcing the new 25 per cent. Customs tariff in the port of Canton, the Kuomintang was expected to receive an income of \$600,000 to \$700,000 a month, according to figures prepared by the Customs officials.

Information is being issued in Canton that property may be bought there for Church and Missionary purposes by foreigners but it must be done in the name of the organizations responsible and not in the name of individual Christians or Missionaries.

Where the \$1,500,000 which the Chinese merchants in Canton subscribed, or rather were forced to contribute by the Kuomintang, to relieve the unemployed pickets of the anti-British strike and boycott of 1925. The money has been paid to certain Kuomintang leaders in Canton, but so far the unemployed who were to have received \$100 each have got nothing. Some 35,000 unemployed are expecting their bonus, towards which Swatow, Fatsan, Kongsmoon, and other cities paid from \$200,000 to \$1,000,000 each to make up the total of \$4,000,000 required for the purpose.

(Continued on next Column.)

NEWS FROM BIAS BAY.

"YAT SHING" PIRACY ECHO.

VICTIMS WRITE HOME FOR RANSOM.

News from Bias Bay was received here by the relatives of a man named Lay, who with six others was taken prisoner by pirates following the attack on the s.s. Yat Shing during the latter part of last month.

Lau wrote home to say that his captors had asked him to get money to pay for his freedom, but the amount was not mentioned. The letter, as usual, was very brief and the relatives were given no instruction as to how to proceed with the matter. Another letter is expected which will give the necessary directions.

THE C.N.C. SETTLEMENT.

JOINT STATEMENT BY COMPANY AND GUILD.

The following joint statement regarding the ending of the China Navigation Company strike was issued last Thursday by the Marine Engineer's Guild, the China Coast Officers' Guild and the China Navigation Company:—

Through the kind offices of Mr. K. T. Byrne, to whom the Company and the Guilds express their appreciation and thanks for the time, patience and tact expended by him in bringing the parties together, meetings have been held during the past six weeks with Mr. Byrne in the Chair with the result that a settlement has been reached and a general reinstatement will take place immediately.

The members of the Guilds have gone back to work and sailings have been resumed pending the drafting of terms of settlement and upon the understanding that both parties meet within a reasonable time and agree upon means for the settlement of future disputes that may be satisfactory to both the Company and the Guilds.

KOWLOON-CANTON RAILWAY CUT.

WORK OF REDS FROM WAICHOW.

The Express from Canton which leaves there at 8.05 a.m. and is due here at 11.45 a.m. was about 2½ hours late. As far as can be gathered the track was cut in Chinese territory near Wu Chung.

Why and by whom it was done is not officially known. The telegraph system was also out of order and no information could be obtained from Canton. A letter is expected this morning giving full particulars.

According to our Chinese correspondent it was done on the instructions of the Red leaders now in control at Waichow. Their object was to hinder the movement of troops to the East River district.

Dr. Leung Pui Kie, a manufacturer of pills in Canton, is to receive a welcome home by friends in Canton during the next few days.

Hong Kong authorities have been satisfied that he is not a "Red." A good many people had this suspicion of the nature of his opinions, as he was a close friend of Mr. Sun Fo, Mr. Kan K'un Shek, and other Hankow leaders. But now, of course, Mr. Sun is an "anti-Red."

The first round of the struggle for Waichow, between Hu Chien, who is a keen supporter of Chiang Kai Shek and in revolt, and Chen T'ai Tang who was despatched against him by General Li Tai Hsin, has gone in favour of Hu. For the moment Hu is in undisputed possession of the city.

The Society for the Extension of the anti-British Boycott in Canton have decided to renew the inspection of incoming cargoes for the detection of British goods, beginning tomorrow. Many student and labour organizations in Canton have been called upon to support the renewed anti-British movement.

The recent reprisals for piracy undertaken by a flotilla of British gunboats against West River villages has been the cause of anti-British agitation in those parts and British river steamers are not making their usual calls on the river between Hong Kong and Wuchow. The local Kuomintang has sent in protest to Canton.

AT THE LEE THEATRE.

THE ORIENTAL STROLLING PLAYERS.

THE BAND OF THE NORTH-AMPTONSHIRES.

The visit of the Oriental Strolling Players has drawn attention to Hong Kong's newest theatre, at the end of Percival Street, Wanchai—the Lee Theatre—and will, we hope, be a means of introducing it to the European residents of the Colony. The Lee Theatre has seating accommodation for over 2,000 people and is delightfully cool. The tram line has now been extended to the door of the theatre so it is easy to find. But possibly the chief interest for Europeans will lie in the architect and decorative scheme of the theatre, which combines the curious and beautiful art of the East with the space comfort and cleanliness demanded by the West.

The architects of West End theatres might well take a leaf out of the book of the man responsible for the seating accommodation of the Lee Theatre. One can sit in the stalls without getting cramped, and the removable cretonne covers of the seats, not only look fresh and pretty, but can be, and evidently are, frequently washed.

Equally refreshing is the general decoration. The domed roof painted to represent the Chinese heaven with dragons sprawling across a pale blue sky, and the band of painted mosaics round the "dress circle" are a very welcome change from the familiar gilt and stucco capitals of London. But it is the stage itself which is the most striking. Right above it where we are used to seeing "well covered" angels blowing trumpets jewelled with diamonds and pearls, and below them is the "sky dragon, carved and gilt with a glaring sun and moon.

The programme was opened last night by the band of the Northamptonshires with a march from "The Mad Major," "The Vagabond King" and the cornet solo "The Lost Chord" which followed gained enthusiastic applause.

Then came the "Oriental Revue." Whatever one may think of the advisability of this type of entertainment in the East, there is no doubt that it is extraordinarily skilful. The setting is excellent and the costumes of the dancers very lovely if scanty. The opening dance is perhaps the most effective, as the curious violet light which envelops the dancers gives them an ethereal and hardly human look. Ida Rosin as "Sapphire" sang a couple of popular love songs in a sweet mild voice which charmed her audience.

Part two was filled by the band with a descriptive Russian piece, an American medley and selections from "Mercenary Mary" all of which were much enjoyed last night. The third part of the programme is a musical Medley by the "Strolling Players" including dancing, Charleston and singing. There is to be a complete change of programme on Thursday.

HEALTH OF THE COLONY.

SEVEN EXTERIOR CASES.

During the week ended last Saturday seven cases of enteric were reported: All were Chinese, one being imported, and four cases proved fatal.

It is very remarkable for a whole week to pass without any notifications of other serious disease and speaks much for the healthiness of the Colony and the work of the Health services.

On Monday another Chinese case of enteric was reported.

"TRAFFIC COURT."

CONSTABLE AND POINT SIGNALS.

DRIVING WITHOUT A LICENCE.

The weekly "traffic court" was held yesterday morning by Major C. Willson at the Central Magistracy when a batch of summonses against persons for driving without a licence, reckless driving and ignoring of signals, were dealt with. Fines imposed ranged from \$4 to \$20.

NO LICENCE.

Driving motor cars without licences resulted in the appearance of two Europeans before the Magistrate. Mr. McClay, who drove a car on September 7th without a licence since the summons was served on him. He was also fined \$5.

25 MILES AN HOUR.

A Chinese driver of a public car who attempted to break the record for rounding corners, put his foot on the accelerator and got up to 25 miles an hour at Des Voeux Road West. Traffic Sgt. Clarke happened to be in the vicinity and his presence there was responsible for the defendant's appearance in Court yesterday.

The accused pleaded guilty and was fined \$20.

NO REAR LIGHT.

A private car owner, Mr. Yip Ping Lai was fined \$4 for not having a rear light on his car. He was seen driving in this manner on September 9th at Des Voeux Road Central.

TRAFFIC LIGHTS.

An interesting case concerning traffic lights was also heard and at the conclusion, the Magistrate commented that traffic constables working the traffic lights should be taught their duties.

The defendant in this case was a Chinese driver of a private car. He was summoned for disobeying signals at the junction of Morrison Gap and Stubbs Roads.

Evidence given by an Indian Traffic constable on duty at that point was to the effect that he first saw car No. 1977 coming down Stubbs Road. He switched on the green light in his favour. After he had signalled this car to proceed, he saw the defendant's car approaching the junction going in an easterly direction, and in spite of the red light against the defendant, he kept coming on. Car No. 1977 was driven by a European, who had to pull up sharply in order to avoid a collision with defendant's car.

Witness said that he cautioned the defendant, but the man retorted "maskee, you can take my number" and then drove on. Giving evidence in this case Mr. S. H. Langston of the Nestle and Anglo-Swiss Condensed Milk Co. said he was driving car No. 1977 down Stubbs Road at about 9.20 a.m., on September 1st. He saw the red light was against him but as he applied the brake the green light was switched on and he proceeded at a speed of about six miles per hour. When turning the corner, some 60 feet beyond the white line at the junction of the road.

Witness immediately stopped. Defendant said that he usually slowed up when approaching the white line. On this occasion the green light was in his favour and he proceeded to cross the white line. Suddenly Mr. Langston's car shot round the corner and simultaneously the red light was shown against him (defendant). The witness was some 20 yards from the signal post when he first saw the red light. His Worship decided that the defendant had not been given reasonable time, and therefore discharged him.

Major Willson directed that traffic constables should be instructed that in future when two cars were proceeding at an equal distance from the pointman, the traffic light should not be changed.

ALLEGED LAND SWINDLE.

MORTGAGING ANOTHER MAN'S PROPERTY.

AN ILLITERATE FARMER'S COMPLAINT.

Two Chinese said to have effected a mortgage on a piece of land for \$700 which did not belong to them were charged before Mr. R. E. Lindell at the Central Magistracy yesterday.

Mr. A. E. Hall appeared for the first defendant and Mr. C. A. S. Russa represented the second accused. Mr. J. A. Gordon Legak was for the complainant.

The facts of the case, according to the prosecution, were that a farmer named Yang Ying, residing at Tsing I Island, owns a piece of land. He bought the land from Chan Tai Fook, and a title deed was given to him. He could not read or write but he could make out his name and this was written on the deed. He kept the deed in a drawer of his cupboard, and someone stole it. He did not know of its disappearance until his brother told him about it in June. He reported the matter to the district office.

When he was shown a document in Court which was purported to have been signed by him to the effect that the land was mortgaged for \$700, complainant said that he had never mortgaged his property. The signature was not his because he could not write, nor was the thumb mark on the document his.

Evidence given by Mr. Ng Chin Hin, who runs an employment bureau at China Building was to the effect that he had known the first defendant for two or three years. In June this year, the first defendant went to see him and asked him to arrange a mortgage on a piece of land. Witness was shown the title deed and the defendant had also said that the real owner was named Tang Ying. Witness approached his friends and eventually a mortgagee was found for the property and the deal was closed in Messrs. Bruton's Office. The case was adjourned until Friday afternoon. Bail was allowed in the sum of \$1,000 for the first defendant and \$500 for the second defendant.

UNLAWFUL POSSESSION OF ARMS.

HEAVY FINE INFLICTED.

The case in which a cook of the s.s. *Alhos II* was charged with being in unlawful possession of six revolvers and six hundred rounds of ammunition, was concluded at the Kowloon Magistracy yesterday afternoon, before Mr. W. Schofield and Major C. Willson.

Inspector Doring prosecuted, and Mr. Leo d'Almada defended.

Further evidence showed that the ship arrived in Hong Kong from Marseilles, ten bags of goods were taken to the upper deck, and the watchman became suspicious and ordered the bags to be opened. The first bag contained scotch rice and the second the value of \$41. The third bag contained arms and ammunition, and consequently defendant was arrested.

After he went with the police to Hungnam to find the head cook, whom defendant alleged was owner of the bags of scotch rice, but the man could not be found.

Defendant denied that he was guilty, but the Magistrate convicted. He said that he considered defendant was not the principal. He would be fined \$750, or undergo nine months' hard labour in default of payment.

A YOUNG INCORRIGIBLE.

ESCAPED FROM WAIFS CLUB.

A Chinese orphan yesterday pleaded guilty before Mr. W. Schofield at the Kowloon Magistracy to a charge of the theft of a basket containing clothing and jewellery to the value of \$41.

The Magistrate hearing that the lad was an orphan ordered him to be sent to the Waifs Club but when the defendant was taken to the Court, he confessed to the sergeant that he had been once admitted to the Waifs Club but had run away from that institution.

He was brought into the Court again, when the Magistrate ordered him to receive twelve strokes of the rattan.



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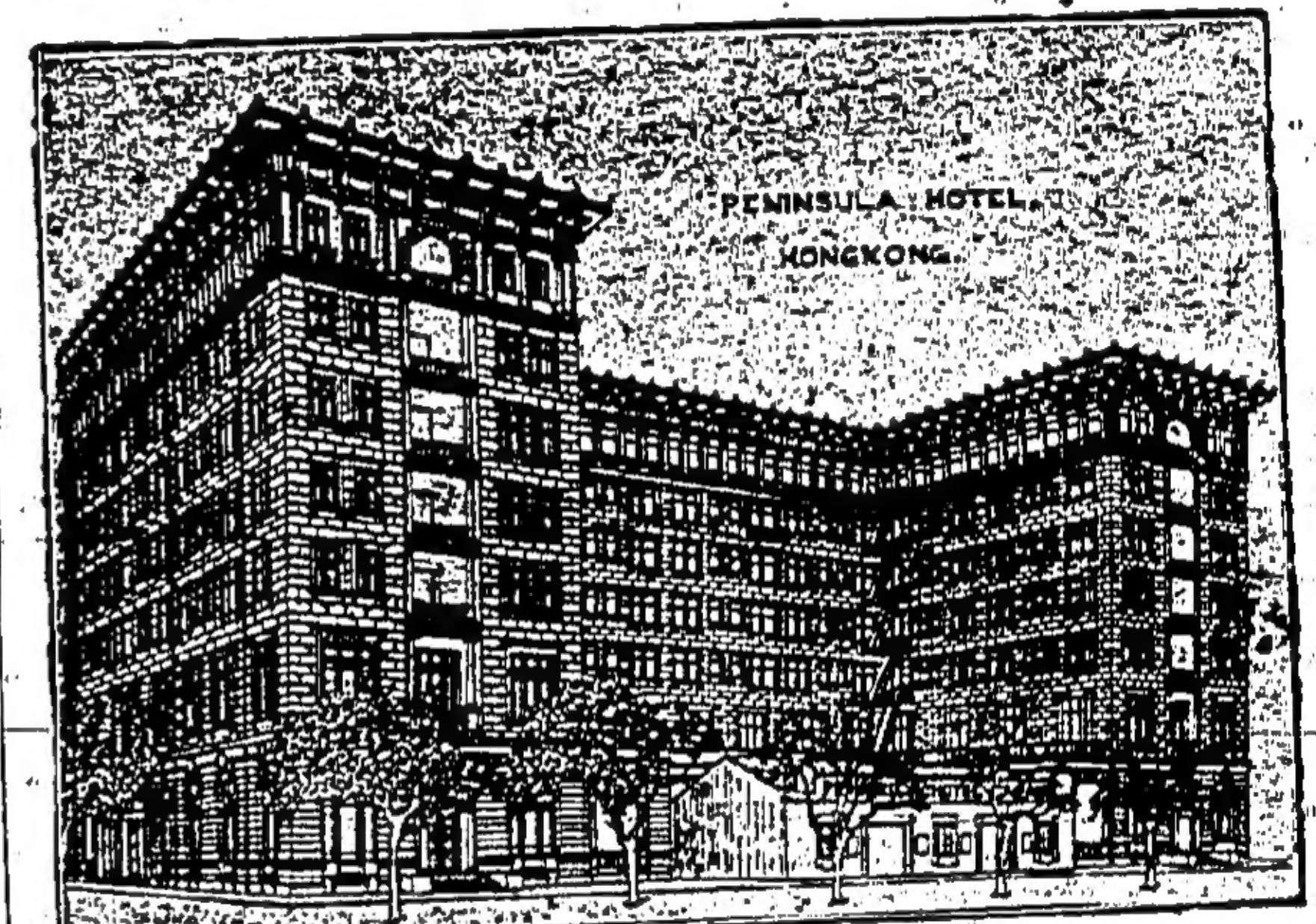
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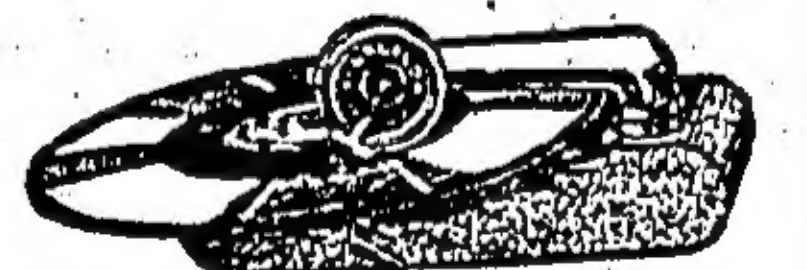
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NEW ADVERTISEMENTS.

PEAK CLUB.

THE HOWLING GREEN is now available for play and a notice is being sent to all Members and Subscribers regarding Conditions of Membership and Play.

The Green will be informally opened on WEDNESDAY, 14th SEPTEMBER, at 6.15 p.m., and all Members and Subscribers who are interested are cordially invited to attend.

Players must wear Rubber Soled Shoes without Heels.

E. B. C. HORNELL,
Hon. Secretary.

THE MACAO RACE CLUB.

DRAFT Programme and Entry Forms for A GYMKHANA RACE MEETING to be held on SUNDAY, 18th SEPTEMBER, 1927 (Weather Permitting), may be obtained from the INTERNATIONAL RACE and RECREATION CLUB of MACAO, LTD. Entries will be CLOSE on SATURDAY, 17th SEPTEMBER, 1927, at 4 p.m.

The INTERNATIONAL RACE and RECREATION CLUB invite the Members and their guests to AN OPEN AIR DANCE to be held at the MACAO RACE COURSE PAVILION 8.30 p.m. on SATURDAY, 17th SEPTEMBER, 1927. Amusements will also be opened.

HONG KONG JOCKEY CLUB.

DRAFT Programme and Entry Forms for the SIXTH EXTRA RACE MEETING to be held on SATURDAY, 17th SEPTEMBER, 1927, and MONDAY, 19th SEPTEMBER, 1927 (Weather Permitting), may be obtained at the RACE COURSE, HONG KONG CLUB and CAUSEWAY BAY STABLES.

Entries will CLOSE at TWELVE O'CLOCK NOON on SATURDAY, 17th SEPTEMBER, 1927.

HONG KONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on FRIDAY, 16th SEPTEMBER, 1927, at 5.45 p.m. for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st AUGUST; of electing Officers for the ensuing year, etc.

P. TOD,
Joint Hon. Secretary.

HONG KONG CLUB.

THE SEVENTH YEARLY DRAWING OF TWENTY DEBENTURES OF THE HONG KONG CLUB (1926 Issue—\$500 Each) was held in the CLUB HOUSE on THURSDAY, the 7th SEPTEMBER, 1927, when the following Debentures were drawn for Redemption:

25	250	434	515	721
180	303	447	638	780
214	332	481	651	769
274	347	499	664	818

and will be Payable at the HONG KONG AND SHANGHAI BANKING CORPORATION on FRIDAY, the 30th SEPTEMBER, 1927, in Exchange for Surrender of Same.

By Order,
A. H. ARBAS,
Acting Secretary.
Hong Kong, 8th Sept., 1927. [5300]

HONG KONG CLUB.

IN Terms of Debenture Conditions of No. 12, 13 and 14, the DRAWING OF ADDITIONAL DEBENTURES (1926 Issue—\$500 Each) was held in the CLUB HOUSE on THURSDAY, the 7th SEPTEMBER, 1927, when the following Debentures were drawn for Redemption:

19	234	381	603	726
33	361	490	623	745
147	271	515	685	808
224	341	568	691	831

These Debentures will be Payable at the HONG KONG AND SHANGHAI BANKING CORPORATION on SATURDAY, the 31st MARCH, 1928, in Exchange for Surrender of Same.

By Order,
A. H. ARBAS,
Acting Secretary.
Hong Kong, 8th Sept., 1927. [5310]

TO LET OFFICES

STEPHENS' BUILDING,
67/69, DES VŒUX ROAD
CENTRAL.

APPLY S. J. DAVID & CO.

PRINCE'S BUILDING,
CHATER ROAD.

[25]

INTIMATIONS.

BY ORDER OF THE OWNER.

PUBLIC AUCTION

OF THE UNDERMENTIONED VALUABLE PROPERTIES. Situate in the NEW TERRITORIES in the Colony of Hong Kong: NEW KOWLOON INLAND LOT No. 53, on which is situated the TAI WAN GLASS FACTORY.

This Lot is situated at KOWLOON BAY.

A FISH POND situate at NEW KOWLOON INLAND LOT No. 8 in the NEW TERRITORIES.

LOT Nos. 5909 and 5918 in SURVEY DISTRICT 1 in the NEW TERRITORIES (Agricultural Lots).

To be Sold BY PUBLIC AUCTION ON THURSDAY, the 15th SEPTEMBER, 1927, at 3 O'CLOCK P.M. IN FOUR LOTS

BY MESSRS. LAMBERT BROS., Auctioneers AT THEIR SALES ROOM, No. 8, DUNDRELL STREET, HONG KONG.

For further Particulars and Conditions of Sale, Apply to—

Messrs. HASTINGS, DENNIS and BOWLEY, Vendor's Solicitors, 8, DES VŒUX ROAD CENTRAL, or to

Messrs. LAMBERT BROS., The Auctioneers, No. 8, DUNDRELL STREET, Hong Kong, 16th Aug., 1927. [5333]

G. R.

THE Underigned have received THE UNDERMENTIONED PUBLIC AUCTION ON

TUESDAY, WEDNESDAY and THURSDAY, The 20th, 21st and 22nd SEPTEMBER, 1927, AT

H.M. NAVAL YARD, HONG KONG, AND AT KOWLOON NAVAL DEPOT, COMMENCING EACH DAY AT 9.30 A.M. WITH AN INTERVAL FROM 12 NOON TO 1.30 P.M.

OLD AND SURPLUS NAVAL STORES.

Comprising—

Air Purifying Plant, Money Chests, Sewing Machine, Cutter, Cars, Punching Machine, Old Lead Battery Plates, Rotary Pump and Hose, Boat Sails, Electrical and Wireless Telegraph Cables, Glycoline, Old Electric Cables, Cooking Stoves, Iron Mattresses, Commodore, Water Closet and Pan, Deck Rims, Hydraulic Jacks, Table Covers, Carpets, Rugs, Mat, Sofa, Sledboard, Tables, Chairs, Old Steel Pipes, Blankets, Matting, Fold-up Lavatories, Camp Beds, Curtains, Overcoats, Glazed and Unglazed

Old Leather and Metallic Hoses, Metallic Vices, Old Canvas Tubing, Old Cordage, Old Canvas Bags, Canvas Bags, Old India Rubber, Old Leather and Dextine, Tanned Rags, Old Woollen Rags, Old Hessian, Old Cork, Cocoa Nut Matting, A-bestos Packing, Old Twill, Old Feeders, Old Iron Drums, New Canvas Cuttings, Old Felt, Old Iron and Steel, Old Scrap Brass, Copper, Lead, Zinc, White Metal, Gun Metal, Brass Burners, Zinc Bottoms and Zinc Ashes, Copper and Brass Tubes, Wood and Iron Blocks, Lamps, Lanterns, Licks, Tackle Hooks, Tackles and Miscellaneous "Ship Fittings, Spring Balances, Jauges, Old Steel Tubes, Old Steel Plates, Old Steel Wire Rope, Dirty Mineral Oil and Oil Fuel, Chain Cables and Gear, Fire Engines, Davit, Compressors, Tube Expanders, Watches, Navy-phones, Binooculars, Clocks, Old Canvas Drums, Air Pipes and Breast Ropes, Old Bunting, Wood Casks, Vinegar, Sponge Bath, Spongers, Anvils, Vices, Propeller, Old Steel Tools, Screwing Machines, Electric Mattresses, Circulating Pumps, Motors of sorts, Associated Engines, Circular Saws, Plate Flanging Machine, Motor Pumps, Refrigerators, Engine Steel, Ebonite Old, Aircraft Floats, Aeroplane Wheels and Propellers, etc., etc.

LOTS MAY BE INSPECTED ON MONDAY, 19th SEPTEMBER, 1927, LAMBERT BROTHERS, By Appointment Auctioneers to the Admiralty, Hong Kong, 8th Sept., 1927. [5330]

FOR SALE OR TO BE LET UNFURNISHED.

No. 27, PEAK, LEGARD ROAD.

EIGHT ROOMED HOUSE, with Four Bathrooms, Three Drying Rooms, Modern Sanitation, Green Tennis Court and Garden—Apply: LINSTAD & DAVIS, ALEXANDRA BUILDINGS [4776]

TO LET.

A FLAT in CARMARON BUILDINGS, KOWLOON, from OCTOBER 1st. Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings. [5301]

INTIMATIONS.

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LEMONADE—Has the real essence obtained from Lemons grown in Southern Italy.

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FORMAZONE—THE NON-ALCOHOLIC CHAMPAGNE. It possesses the characteristic stimulating and refreshing qualities of Champagne and has a delicious flavour.

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TO LET.—No. 4, CAMBAY BUILDING, First Floor, and No. 8, CAMBAY BUILDING, Top Floor, Kowloon, 3 Rooms.—Apply to KAYAMALLY & CO. [275]

WANTED.—Very Good AMAN WANTED for Two Months Old Baby; Can Anyone Recommend?—Apply Box 274, c/o Hong Kong Daily Press. [274]

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, SEPTEMBER 14th, 1927.

SEEKING A POLICY.

The British Labour Party has at length brought itself to recognise the fact that the nation, apart from a comparatively few embittered spirits, has no love for Russia, its rulers and its revolution. The class war, of which many socialist leaders are acutely conscious has little meaning even among the majority of those who vote for labour at the elections. The party has always denounced communism and revolution, but now the Trades Union Congress on the recommendation of the General Council, has broken off negotiations with the Russian Trades Unions. Its leaders have put up meekly with a good deal of abuse but when Soviet Ministers accused Mr. Ramsay MacDonald of

shaming illness in order to avoid participating in the Trade Union Bill Mr. Thomas seized debates on this insult to convince less reasonable colleagues that Russia really is "impossible." The Congress was careful to point out that it was not expressing approval of the Conservative Government's recent action and administered an emphatic snub to the Prime Minister's appeal for its co-operation in securing industrial peace and goodwill. But these little manifestations of independence were to be expected. They do not lessen the importance of the resolve to have no further official intercourse with the Communists.

The interesting question arises as to where Labour policy is drifting. They have dropped Russia and the Revolution; Mr. J. H. Thomas and Mr. Snowden have denounced the "class war," and even the ingenious Mr. Wheatley declares that it is not a thing of which he approves, but that it is an unpleasant factor in the political situation, as unavoidable as wet weather.

The Capital Levy and repudiation of the War Debt were found impracticable when the responsibilities of office lay on Socialist shoulders, and they have been now decently consigned to the political wastepaper basket. Nationalisation of land and industry has always been the Socialist panacea for every civic and economic ill. But unfortunately for the party English people will not place their confidence in it. The individual voter asks awkward questions as to where he, personally, will gain. The objections to state ownership, its inefficiency and the petty tyranny associated with it, were very clearly demonstrated during the war. Russia is not a workers' paradise, and even Mr. Herbert Smith, who as President of the Miner's Federation was largely responsible for the Coal Strike, with its half concealed revolutionary aims, has declared that the last thing he wants to see is Russian conditions in England.

All the world over, as the English press points out, state owned shipping lines, mines and other enterprises are reverting to private control, because, even with state subsidies, they have not paid under public ownership. State ownership is not, in fact, a popular proposition with the average English man.

The Labour party has had its turn at the helm, and England was not suddenly transformed. Local Government went on as before and even in the great ministries of Whitehall the work was not vastly altered because an ex-trade union official in a lounge suit and bowler hat had replaced a not less intelligent gentleman in a morning coat. The Admiralty, under Lord Cuvilliersford, was probably unaware of any change.

The annual conference of the Labour party which meets in October is putting forward a motion advocating the abolition of the Monarchy and the House of Lords. There was plenty of Republicanism in Queen Victoria's time but its attempted revival shows an utter lack of statesmanlike ideas. The problem of England is industrial—the best use of her coal, electrification on a huge scale, roads, the revival of agriculture, housing, health services and education. And the Labour party offer Mr. Cook in a Hamburg in place of a Royal Family that performs essential duties of an exacting and difficult nature with rare devotion and dignity.

The annual general meeting of the Kowloon Cricket Club is to be held on Friday, September, 23rd, at 3.30 p.m.

Mr. T. Takagi, manager of the Hong Kong branch of the Bank of Taiwan, has been transferred to the bank's Tokyo office and Mr. Junzaku Ihara has been appointed manager at Hong Kong.

Mr. Kirkwood, assistant engineer of the Hong Kong Telephone Co., has reported to the police the theft from the office of the Europe Asia Trading Co. some time during the past two months, of a desk telephone worth \$50.

An Unofficial Race Meeting will be held by the Macao Race Club on Sunday, September 18th, the track not being yet quite suitable for a main fixture. The 4th Extra Race Meeting will be held on Sunday, October 2nd.

Letters of administration to the estate of Li Tin, alias Li Fook Tin, late of 801, Canton Road, first floor, Yaumati, who died on May 12th, this year, have been granted to Li Cang Shi, his widow. Estate in this Colony is valued at \$7,600.

The s.s. Taiping left Hong Kong yesterday for Manila and Australia, and among the passengers on board were the following: Mr. J. H. Briater, Mr. H. N. Syvendsen, Mr. J. F. Westlake, Mr. J. Robinson, Mr. W. Halls, and Mr. A. C. W. Hill.

A Chinese woman living on the first floor of No. 8, Catchick Street, Kennedy Town, has been badly bitten by a dog owned by the tenants of the second floor of the same house. She was taken to the Government Civil Hospital. The dog is now under observation.

A Chinese living on the third floor of No. 83, Third Street, West Point, committed suicide by jumping from a window into a lane at the back of the house. He was taken in a dying condition to the Government Civil Government and passed away an hour after admission.

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BORODIN AND GALEN REPORTED
STILL IN CHINA.

KUOMINTANG PREPARING FOR THEIR CONFERENCE.

HANKOW "REDS" STILL ACTIVE.

GHASTLY MASSACRE ATTRIBUTED TO
FENG YU HSIANG'S TROOPS.

The local vernacular newspapers state that "according to a foreign message" Borodin is still at Loyang in Honan and that General Galen is at Hankow. The movements of these notorious "Reds" have certainly been very mysterious since they were, some time ago, reported to have packed up for Sovietland, and it should surprise no one who attempts to follow the kaleidoscopic eccentricities of China's chaotic politics that the Russian "Reds" may again soon be actively engaged here. Borodin is supposed to be *persona non grata* with both the Wuhan and the Nanking sections of the Kuomintang, but stranger things have happened in China than that he should once again act as their "adviser."

The members of the Kuomintang seem at present to be even more than usually muddled as to their much-discussed conference at Nanking on the 15th inst., and it is clear that the Party comprises not a few of the "die-hard" element. A "third Party" has unexpectedly emerged at Shanghai.

A Reuter telegram from Peking, quoting from the Chinese newspapers, makes quite an appalling statement. It appears that the ex-Christian General's troops, retaliating on the notorious bandits in Honan known as "Red Spears" and a new species of rowdy rascals who rejoice in the high-sounding name of the "Heavenly Gate Society," have committed a terrible massacre at Changte, in north Honan. It is devoutly to be hoped that the facts as stated have in them more than usual of Oriental imagery.

APPALLING MASSACRE IN
HONAN.

[THROUGH REUTER'S AGENCY.]

PEKING, September 13th.

The Chinese newspapers state that owing to the Red Spears and the Heavenly Gate Society having killed some of Feng Yu Hsiang's soldiers in Changte, North Honan, a city of 300,000 inhabitants, Feng Yu Hsiang's troops carried out a fearful massacre, sparing neither age nor sex.

The refugees declare that the slaughter was unprecedented.

The vernacular newspapers variously estimate the killed as between 30,000 and 80,000.

THE RUSSIAN "REDS."

(Wah Tsai Yat Pao.)

SHANGHAI, September 13th.

According to a foreign message, M. Borodin is still at Loyang (Honan) with Marshal Feng Yu Hsiang while General Galen is at Hankow.

Marshal Feng is sending Mr. Liu Chi, his chief of staff, to Nanking to attend the Kuomintang Conference on the 15th inst.

Yesterday morning an informal meeting was held by Hankow and Nanking leaders at Dr. C. C. Wu's private residence in Shanghai. Both sections were fully represented. Details have not been made public but it is understood that there was general agreement.

A report from Nanking stated that the Southern troops on the Tientsin-Pukow Railway have advanced across Chuchow and are joining with the Hankow troops under Ho Chien and Sha Tao Yin, in southern Anhui, to push towards northern Anhui.

NANKING EXPLAINS THE
NEW DUES.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, September 12th.

For the purpose of correcting any misunderstanding caused by the transit dues, tariff law and excise law announcement of September 9th, the Nanking Foreign Ministry has issued a proclamation which has been transmitted to the Diplomatic Body. It is dated August 25th, and states, *inter alia*, that the imposition and increase of taxes, and the abolition of the *li-hsin* are two distinct matters. The reason that laws have been made simultaneously for carrying out these two measures lies in the desire of the Government to relieve the merchants of double taxation, and facilitate trade, both national and international, while preserving the revenues.

Now, owing to the military operations, it is difficult to put these measures into effect simultaneously, therefore it will be recommended for enforcement that a new date for enforcing them in Kiangsu, Anhwei, Chekiang, Fukien, Kwangtung and Kwangsi be subsequently announced.

The earlier message stated:—The Nationalist Government announces a law for the abolition of the transit dues, tariff law, and excise tax, the law to be operative only in Kwangtung and Kwangsi, as from September 1st, and temporarily not to be effective in Kiangsu, Anhwei, Fukien, and Chekiang, until all preparations are completed.

TYPHOON IN JAPAN.

CONSIDERABLE DESTRUCTION
IN KYUSHU PROVINCE.

[THROUGH REUTER'S AGENCY.]

OSAKA, September 13th.

A typhoon, which visited Nagasaki and other towns in Kyushu early this morning, caused the telephone service to be totally interrupted and telegraphs to be seriously interfered with.

Many of the small wooden houses in Nagasaki are reported to have collapsed, telegraph poles were blown down and street car traffic stopped.

Other towns such as Kumamoto and Omura suffered similarly.

DIPLOMATIC POST.

JAPANESE MILITARY
ATTACHE.

[THROUGH REUTER'S AGENCY.]

TOKYO, Sept. 13th.

Colonel the Marquis of Maeda is sailing from Kobe by the *Katori Maru* to take up the post of Military Attache in London.

THE LEAGUE AND WAR.

SIR A. CHAMBERLAIN'S
VIEWS.

[THROUGH REUTER'S AGENCY.]

GENEVA, Sept. 12th.

Sir Austen Chamberlain, in a statement he made to international journalists, said he thought the method employed at this year's Assembly, namely, of orators frankly offering criticism, was far better than the old way of merely approving actions by the big Powers.

He was soberly optimistic. He would not say that war was impossible, but every meeting of the League made it more difficult.

EARTHQUAKE IN RUSSIA.

[THROUGH REUTER'S AGENCY.]

MOSCOW, Sept. 12th.

Three violent earthquake shocks, accompanied by underground rumblings, visited the Ukrainian, the Crimean and the North Caucasian coasts of the Black Sea.

The most severe shock was at Sebastopol, where houses collapsed.

Over A Wide Area.

LATER.

The number of casualties is, so far, unknown.

Three shocks were experienced at Odessa, overturning the furniture in upper rooms and shattering windows.

The terrified inhabitants of Sebastopol, Simferopol, Odessa, and Novorossisk spent the night in the streets.

The tremors were generally much more violent than the shocks felt in the Crimea in July.

THE AMERICAN LEGION IN
PARIS.

FRENCH PREPARATIONS.

[THROUGH REUTER'S AGENCY.]

PARIS, September 12th.

The elaborate preparations for the reception of the American Legion, include a great banquet to be given on September 18th. After the march past, in which 2,000 French will take part, the Legion will be the guests of the Government.

The problem of providing accommodation for so many has been solved by the decision to use the roof over the Grand Courtyard of the Invalides, where dining tables, buffets and kitchens will be installed.

MILITARY DELEGATES AT
WUHU.

[NAVAL WIRELESS.]

WUHU, September 12th.

Both General Tang Seng Chi and Chen Chien reached here yesterday, and it is expected that they will shortly continue their journey to take part in the Wuhan-Nanking conference, to be held at Nanking on September 15th.

More soldiers from places up the river have arrived.

COMMANDEERED CHINA
MERCHANT VESSELS.

[NAVAL WIRELESS.]

CHINKIANG, September 12th.

Of seven China Merchant vessels which were commandeered by the Military authorities to be used as transports, five have been released, but two are still being held. The freed ships have gone to Shanghai.

ANXIETY AT HANKOW.

[NAVAL WIRELESS.]

HANKOW, September 12th.

Activity amongst the labouring classes is causing anxiety to the garrison commander, and martial law was brought into operation on Saturday night.

THE KUOMINTANG
CONFERENCE.FUTURE OF THE PARTY
AT STAKE.CONTROL OF THE MILITARY
MONEY BAGS.

[BY GEORGE E. BOKOLSKY.]

The party conference of the Kuomintang is scheduled to take place at Nanking on September 15th. Dr. C. C. Wu has returned from Kiukiang and Nanking where he was engaged in paving the way for a re-union of this party and an amalgamation of the Nanking and Wuhan Governments. Mr. Sun Fo and General Tan Yen Kai are still in Nanking where they are working out details of the organization programme.

Until September 15th, there will be no changes in the personnel of the Nationalist Government. The question of the amalgamation of ministries and the elimination of a surplus minister is important but not insuperable, as in many instances one of the ministers has already eliminated himself. The following examples may be cited:

Ministry of Foreign Affairs: Dr. C. C. Wu—acting.

Ministry of Finance: Mr. Eugene Chen—Reported to have gone to Moscow.

Ministry of Justice: Mr. T. V. Soong—not acting but not resigned.

Ministry of Education: Mr. Koo Ying Fan—resigned but resignation not accepted.

Ministry of Agriculture: Dr. Wang Chung Hui—acting in Nanking.

Ministry of Communications: Mr. Hsu Chien—not acting, either at Loyang or Hankow.

Ministry of War: Mr. Sun Fo—acting for Wuhan, will undoubtedly remain.

The Military Council.

There is no Ministry of War or Navy in the Nationalist Government and there is now a confusion of authority. General Chiang Kai Shek was commander-in-chief for Nanking; Generals Tang Seng Chi and Feng Yu Hsiang for Wuhan. Marshal Feng Yu Hsiang may be disregarded, and General Chiang Kai Shek is either at a temple at Fuhhua near Ningpo or on a boat to France. It is also clear that General Tang Seng Chi will not be commander-in-chief. There will undoubtedly be a Military Council to a large extent subordinated to the civil authority. The chairman of such a Council will naturally be the leading militarist of the Nationalist group. Who will be chairman is one of the thorny questions, the conference will have to solve.

In this connection it is important to recall that General Chiang Kai Shek rose to his singularly pre-eminent position not because of his capacity for military strategy or his pre-eminence within the Kuomintang, but because he was able to become, through a series of circumstances, the paymaster of the army. Hence the millions of dollars were paid to him and he paid them out to the other generals as he saw fit. In this way, he gained a control over the army and the generals which eventually led to all the bitterness and jealousy that developed at Hankow.

Handling the Millions.

It is no secret in Chinese political circles that certain generals who are not particularly brilliant military men but who may be regarded as fairly good politicians, are scheming to work themselves into the same position that General Chiang Kai Shek held so long, namely, that the military funds will be handed to them by whoever acts as Minister of Finance and that they will distribute these funds to the other generals. This scheme is now doomed to failure. If such a scheme is seriously attempted, it will bring about a greater chaos than the present one, for all the other commanders will refuse to abide by such a dispensation and the civilians will oppose it as a repetition of the methods which destroyed the integrity of the armies under General Chiang Kai Shek.

Kuomintang leaders feel that the future of the Party in China depends upon the success of this Conference. There is a get-together spirit in the ranks and among the principal leaders. The two most serious impediments are Communist propaganda, which is becoming particularly virulent again, and a few tricky politicians who are naturally utilizing this situation to push themselves into office, at the expense of Party success. —*North China Daily News*.

THE SPANISH
ASSEMBLY.VICTORY FOR THE
DICTATOR.DECREE SIGNED BY KING
ALFONSO.

[THROUGH REUTER'S AGENCY.]

MADRID, September 13th.

On the occasion of the fourth anniversary of the Dictatorship, King Alfonso, at San Sebastian, signed a decree convoking the National Assembly on October 10th.

Dictator Primo Di Rivera has returned to the capital to make the necessary arrangements for the new Assembly, whose life has been fixed at three years, which is the time Government thinks will be necessary to bring the political situation to normal.

The Bureau of the Assembly will consist of a President, 4 Vice-Presidents and 3 Secretaries, of which the Government will appoint the President, 2 Vice-Presidents and 2 Secretaries, the others being elected by the Assembly.

Immediate Effect of the Signing.

According to a *Manchester Guardian* correspondent the King's signature to the decree brings the long struggle between the King and Primo Di Rivera, on the subject of the Assembly to a complete victory for the Dictator.

The leader of the Conservatives, Senor Sanchez Guerra, immediately left for France to issue a manifesto denouncing the Assembly as anti-legal and anti-constitutional, and the Labourite leader, Senor Besteiro declares that no Labourite will accept a seat in the Assembly.

The ex-Premier of the Liberals, Senor Romanones told a correspondent that the capitulation of the King to the Dictator ends constitutional monarchy in Spain.

BALLOON'S LONG
VOYAGE.

TRAVELS 725 MILES.

WINS GORDON BENNETT
PRIZE.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Sept. 13th.

An unofficial tabulation by the National Aeronautic Association indicates that the Gordon Bennett Balloon Race has been won by the American balloon *Detritus* with an estimated distance of 725 miles.

The *Detritus*, which was piloted by William Hill, landed at Baxley, Georgia.

MR. DE VALERA'S AIMS.

MANIFESTO ISSUED.

[BRITISH WIRELESS SERVICE.]

RUCBY, September 12th.

Mr. De Valera, the Irish Republican leader, in a manifesto issued today declares that, "By its recent action in entering the Free State Parliament, my party has already given earnest that in the pursuit of its ideals it is prepared to face and accept the existing realities. If returned in a majority at the coming election, and entrusted with power, it will try to prove that hard-headed common sense is not incompatible with true national idealism. The sinister designs of aiming at bringing about a sudden revolutionary upheaval, with which our opponents choose to credit us, is altogether foreign to our purpose and programme. We shall proceed as a responsible constitutional Government, acknowledging without reserve that all authority comes through the sovereign people, and that before any important step likely to involve their safety is taken, the people are entitled to be taken into the fullest consultation."

INDIAN RAILWAY LOCK-
OUT.

[THROUGH REUTER'S AGENCY.]

CALCUTTA, September 12th.

Following the action of 3,000 men of the Bengal-Nagpur Railway workshop in Kharagpur, who turned up for work but did not work as a protest against the retrenchment of 700 others, the management declared a shop lock-out, affecting 10,000 people.

PANAMA CANAL
ZONE.CONTROVERSY AS TO ITS
SOVEREIGNTY.U.S. STATE DEPARTMENT
"CONSIDERABLY FLUT-
TERED."

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Sept. 13th.

The suggestion reported to have been made by the Panamanian representative at Geneva on the 10th inst., that the sovereignty dispute over the zone between the United States and Panama might form the subject of arbitration, has considerably flustered State Department officials.

The latter, to Reuter's correspondent, asserted that the question of the exercise of the United States sovereignty over the Panama Canal is in no respects in dispute with the Panamanian Government officials, and they vigorously denied that the League had any jurisdiction over the American Canal Zone. They added that in the new treaty awaiting ratification the United States agreed not to establish in the Canal Zone any commercial establishments to which Panamanians objected.

ITALIAN CONSULATE
TRAGEDY.

THE ASSASSIN CAPTURED.

CAUSE OF THE MURDER.

As stated in our cable service yesterday, an Italian (on Monday) wounded Count Nardini, the Italian Vice-Consul in Paris with a revolver, at the Italian Consulate. Nardini was rushed to Hospital.

[THROUGH REUTER'S AGENCY.]

LATER.

Count Nardini is dead. The perpetrator of his shooting has been arrested.

It appears the latter was kept waiting, when he called at the Consulate, as Nardini had not arrived. When the latter arrived at his office, the assailant was ushered in, and immediately drew his revolver and fired three times at his victim.

The assassin was departing when he was seized by a policeman on permanent duty in the Consulate, but he bit the policeman and fired twice in the air, and was escaping when Consulate employees appeared and he was overpowered and taken to the police station.

He refused to reply to questions, and none of the papers in his possession revealed his identity.

The Assassin.

LATER.

Nardini's assassin had convulsive seizures at the police station, and was transferred to the prison infirmary.

It is alleged that he called at the Consulate in connection with a passport, which the Consul was unable to issue because the applicant lacked necessary documents, whereupon the murderer drew a revolver and fired point blank.

BRITAIN'S IMPROVED
TRADE.IMPORT AND EXPORT
FIGURES.

[BRITISH WIRELESS SERVICE.]

RUCBY, September 12th.

While the total volume of British overseas trade during August varied little from that of July, there was a welcome increase in British exports, with an almost corresponding decrease in imports.

Imports for August were valued at £20,100,024, being a reduction of £2,282,336 on July, and of £11,035,830 on the previous August.

British exports totalled £29,410,332, being an increase of £3,289,201 on July, and of £2,623,588 on August, 1926.

In comparison of the two Augusts, both for imports and exports, the effects of the coal strike of 1926 have of course to be taken into account.

The imports for the first eight months of this year aggregated £200,611,032, being a reduction of £2,323,066 on the corresponding period of last year, while exports were valued at £247,872,574, being an increase of £12,607,777 on the first eight months of 1926.

"SPIES AND TERRORISTS."

ENGLISHMAN A SOVIET
VICTIM.

[THROUGH REUTER'S AGENCY.]

LENINGRAD, Sept. 12th.

Judgment has been given in the trial of 26 alleged "spies and terrorists" who were brought to trial a month ago.

Nine have been sentenced to death, and will be shot. They include an Englishman named Goyer. Thirteen have been condemned to imprisonment for from six months to eight months. Four were acquitted.

THE SCHNEIDER
CUP.

THE "CRUSADER" ACCIDENT.

APPALLING SPEED.

[BRITISH WIRELESS SERVICE.]

RUCBY, Sept. 12th.

One of the British seaplanes sent to Venice by the Air Ministry to attempt to win the Schneider Cup has met with a mishap.

During a trial flight the machine, a Short-Bristol Crusader, crashed into the sea. The pilot, Flying Officer Schofield, was injured about the eyes.

Efforts are being made to raise the seaplane, which is under water. Great Britain has two other types of machines engaged for the race, a Supermarine Napier S. and Gloster Napier 4 both widely differing in type from the Crusader.

One of these, which took part in the same trial as the Crusader, and was piloted by Squadron Leader Slater, is reported to have attained the sensational speed of 312 miles per hour, though this lacks official confirmation. Much was expected of the Crusader. Apart from its striking design, it is "remarkable for the introduction of an air-cooled engine for the first time in the competition."

A British company produced a new and exceptionally powerful type of engine called the *Mercury*, and with very considerable interest the contest between it and the water-cooled Napier Lions was being awaited.

The Crusader had done much successful flying in this country before being shipped to Venice, and it possessed a speed greater than that at which the race was won last year by the Italians.

"A Stand-by."

The Crusader had done much successful flying in this country before being shipped to Venice, and it possessed a speed greater than that at which the race was won last year by the Italians.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 13th.

Aviation circles in London do not expect that the accident at Venice will affect Britain's chances of winning the Schneider trophy, since the Crusader was the slowest of the seven British machines sent to Venice, and was largely intended as a standby.

THE "PRIDE OF DETROIT."

STORMS AGAIN CAUSE
POSTPONEMENT.

FLIGHT TO BE CONTINUED.

[THROUGH REUTER'S AGENCY.]

TOKYO, Sept. 13th.

The *Pride of Detroit* has again been obliged to postpone her flight owing to storms but the aviators, who are in high spirits, have declared their intention to carry out the trans-Pacific flight after reaching Kasumigaura from Omura, despite the efforts of friends and relations to dissuade them from making the attempt.

CZECH PLANE RESUMES.

TOKYO, Sept. 13th.

The Czechoslovakian plane which was forced to land at Okayama yesterday owing to inclement weather, resumed its flight to Kofu at 4.50 this morning.

"OLD GLORY" WRECKAGE
FOUND.

NO SIGN OF CREW.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Sept. 12th.

The *Daily Mirror* publishes a bulletin from the steamer *Kyle*, searching for the aeroplane *Old Glory*, which was on the way from America to Italy, stating that it has located the wreckage of the *Old Glory* in Lat. 51.17 Long. 39.23.

There is no sign of the crew.

EGYPTIAN COTTON.

HEAVY PURCHASES FOR
RUSSIAN GOVERNMENT.

[THROUGH REUTER'S AGENCY.]

ALEXANDRIA, Sept. 13th.

M. Meltz, the Russian cotton expert, has arrived here to examine Government stocks with a view to purchases by the Russian Government. He states that he will stay a long time purchasing for the needs of Russian mills about half-a-million kantars yearly.

The business will be financed by the Russian State Bank and conducted here by Mr. Vishnak, an American citizen.

"WHIPPETS."

A stock ROADSTER "WHIPPET" recently covered 100 miles at an average speed of 66 2/3 miles per hour—several times reaching 70 m.p.h. (E.P. 147).

A stock TOURER "WHIPPET" ran continuously for one week, driven alternately by four drivers, without engine stopping and required no adjustment either during or after the test.

GILMAN & CO., LTD. DURO MOTOR CO., LTD.
HONG KONG. KOWLOON.

THE HONG KONG DAILY PRESS, WEDNESDAY, SEPTEMBER 14th, 1927.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Motor Notes—Public Car Service—"Pulling Up"—Studebaker Sales.

"WHIPPETS."

4-Cylinder—15.6 H.P.—4 wheel brakes.

PRICES from G.\$900.

6-Cylinder—21.6 H.P.—4 wheel brakes.

PRICES from G.\$1,075.

THE BEST MOTOR VALUES TO-DAY.

GILMAN & CO., LTD. DURO MOTOR CO., LTD.
HONG KONG. KOWLOON.

39 years—
tyre building experience
is behind every

DUNLOP



tyre you buy

DUNLOP quality is built on this unrivalled experience, and to-day, Dunlop research ensures constant progress. Every possible improvement is embodied in Dunlop Tyres. Make them your choice always.

fit Dunlop
and be
satisfied.

DUNLOP RUBBER COMPANY, LIMITED.

LOCAL BRANCH: 181, DES VOEUX ROAD CENTRAL.

THERE IS A DUNLOP TYRE FOR EVERY STANDARD RIM.
[A.P.B.]

MOTOR NOTES.

DIESEL ENGINES FOR CARS.

Are we on the eve of a revolution in motor car engine design? Perhaps it would be premature to put it that way, but facts published recently in *The Motor* regarding Diesel engine developments go far to show that this type of engine, working as it does without separate ignition apparatus and on low grade oil fuel, has reached a stage of development which proves it to have definitely left the stationary or marine engine stage where principally it has shown its merits up to the present.

TEAS OVER LONDON.

This summer a new thrill has been staged by Imperial Airways, Ltd., who have arranged a series of tea flights over London in one of their giant Argosy air liners. These 20-seater machines, which are fitted with three Armstrong Siddeley Jaguar air-cooled engines developing 1,800 h.p., carry a steward and a buffet for refreshments, spirits and beer. The main cabin is some 29 feet long and 6 feet high, the passengers sitting on either side of a central gangway, while the steward in uniform serves them with tea. An excellent view of London is obtained through long side windows, so that it is not surprising that the trip is a most popular one.

COMMERCIAL SIDECARS IN ENGLAND.

A demonstration of commercial sidecars recently staged in England emphasised the wide possibilities of these handy machines for delivering light loads. According to *Motor Transport*, economical motor cycles with sidecars having boxes for light parcels are making a direct appeal both to small tradespeople and big firms, and it is noticeable that the General Post Office employ a large fleet. Different pattern bodies are supplied, so that the machines are easily adaptable to varying requirements, from dairymen for conveying milk churns, to the butcher, the baker and the cabinet maker.

CAR SHIPMENT.

As a result of the representations by the Automobile Association, several Shipping Companies have instituted safe and efficient gear for the handling of motor-car traffic, with the minimum possibility of damage.

The British and Irish Steam Navigation Company, whose steamers run between Liverpool and Dublin, are now added to the list of those using approved equipment for taking cars on or off boats. The device supersedes the old-fashioned and risky practice of slinging by ropes passed through the wheels.

TYRE WEAR AND THE WOMAN DRIVER.

Many unkind things have been said about the carelessness of the woman driver, but while she may be careless on the roads she probably takes more care of her car than the average man does. The result is a decrease in running expenses, and the maintenance of the car's tune and tone over very long periods.

An example of this is shown by an English girl owner who averaged over 10,000 miles per annum on a Fourteen-Thirty h.p. Armstrong Siddeley for the last two years, and whose Dunlop tyres have covered 17,200 miles, 10,000 miles, 19,987 and nearly 21,000 miles in the period. While these figures speak well for the general tyre economy of the car, they also indicate the splendid results that can be obtained by a little care on the part of the owner to maintain her tyres at their correct pressure.

NEW FACTORY FOR TRIPLEX GLASS.

So rapid has been the increase in the demand for Triplex Safety Glass, not only from the Government departments, corporations and public utility companies, but also from numerous other sources, that the Company has been severely taxed to cope with it.

Existing factories for the manufacture of Triplex have been

(Continued on next Column.)

PUBLIC CAR SERVICE

The question of the need of a new taxi service is now being raised. Since the taxis ceased to function on the Hong Kong side and also on the Kowloon side, residents have been obliged to depend upon the public hire cars for a speedy journey. This has resulted in a certain amount of complaint with regard to fares charged by drivers of these vehicles, as compared with the motor fare of the legitimate taxicab. One has had to bargain with drivers, especially at night, in order to obtain a reasonable charge, and it has often meant wandering from car to car. Probably \$2, or more, would be asked for the trip to Causeway Bay, say from the Post Office; but eventually the fare would be lowered to \$1.25 or \$1. During the last week or two there has been a slight improvement and, although charges are not yet the same all round, there appears to be a more even basis of rates. A definitely controlled system of public service cars would be a boon but it is admitted that the difficulties of "control" are great. There are rumours that a Chinese syndicate is contemplating introducing a new taxi-car service into the Colony.

THE TRAFFIC BEACON.

The red light traffic beacon at the junction of Pedder Street and Des Voeux Road does not appear to have been particularly beneficial so far. Traffic policemen still have to remain on duty at this point. It is noticed that although a number of people walk between the white lines there are many others who still cross the road diagonally. The Hong Kong public are slow in learning a new lesson and it takes a long time to teach them traffic sense.

enlarged and new ones added, in order that it may be possible to guarantee prompt deliveries in quantity.

The most insistent demand for delivery has come from the individual motorist, and consequently many of the more progressive car manufacturers have wished to fit Triplex as standard. This, however, has not been generally possible in the past, but by the completion of the new factory at King's Norton, near Birmingham, which will be in full working order in the near future, a guaranteed regular supply will be available to these firms.

This new Midlands factory, with approximately 80,000 square feet of floor space, is planned to deal expeditiously with the larger contract work of the car manufacturer.

W. R. MORRIS'S WOLSELEY POLICY.

The announcement of the Wolseley Company that the prices of the Wolseley Six will remain unaltered, but only for this season, but also for the next, is distinctly interesting from more than one point of view. When the motorist buys a new car and finds after a month or two that the makers have reduced the price, he feels serious aggrieved. His car is no longer the proud possession it was into his mind creeps a distinct sense of loss, even though his car is as good as ever, and he is acutely conscious that when he comes to part with it the car will realise much less. This policy of declaring the price for more than a year ahead requires much courage on the part of the makers, but will be warmly welcomed by all car owners as a safeguard which is long overdue.

But even more interesting is the evidence this announcement affords of Mr. W. R. Morris's policy with regard to Wolseley cars. In the public mind the name of this great manufacturer has long been associated with quantity production—with the making of a good reliable car at a very low figure. In his new venture, however, Mr. Morris proposes to proceed along somewhat different lines. Quality production is to be the keynote. The Wolseley tradition of high-grade workmanship is to be maintained to the uttermost, reinforced, of course, by the Morris policy of thoroughness. Whatever is saved in cost by improved manufacturing method is to be put back into the cars in the form of increased value.

STUDEBAKER SALES.

STATEMENT BY MR. A. R. ERSKINE.

Prior to his departure for Europe, A. R. Erskine, President of The Studebaker Corporation, announced

that Studebaker sold 33,000 cars in the second quarter of 1927 against 29,000 in the same quarter last year, and that net profits of the quarter would exceed last year's figures. These figures make the total sales of the first six months this year 62,000 cars against 59,000 last year. Mr. Erskine stated that Studebaker's exports for the first six months this year were 16,000 cars

against 6,000 last year. Overseas shipments of Erskine Sixes exceeded 9,000 cars in five months, establishing a record. Mr. Erskine expressed confidence that Studebaker's business in the last half of this year would exceed the volume of the same period last year, and that the net results for the full year of 1927 would be better than those of 1926.

MORRIS

COMMERCIAL CARS

12 C.W.T. MORRIS 11.9 H.P. 9' 6" W.B.

Chassis only with 33" x 4 1/2" S.S. Tyres	£195
Lorry complete with Cab and drop sides	255
Popular Van complete with Cab	285
De Luxe Van complete with Cab	275

1 TON MORRIS 13.9 H.P. 10' 2" W.B.

Chassis completely equipped with 33 x 5 tyres	£235
Lorry complete with Cab and drop sides	295
Tipping Lorry complete with Cab	310
General Utility Vehicle complete	325
Standard Van complete with Cab	335
De Luxe Van complete with Cab	350
Bakers Van complete with Cab	370
Furniture Van complete with Cab	370
Ambulance Type A complete	430
Fever Van complete	450
Colonial Ambulance complete	485
Charabanc for 14 passengers	510
Hotel Bus Type T1	515
Bus De Luxe	570
Special Saloon Bus Type D3	575

25 C.W.T. MORRIS 15.9 H.P. 10' 2" W.B.

Chassis Z. 1 complete with 33 x 5 tyres	£290
Chassis Z. 2 complete with 33 x 5 tyres & F.W.B.	320
Type Z. 1 Standard Lorry complete with Cab	350
Type Z. 1 Standard Van complete with Cab	385
Type Z. 1 De Luxe Van complete with Cab	400
Type Z. 1 Charabanc for 14 passengers	550

30 C.W.T. MORRIS 15.9 H.P. 10' 2" W.B.

Chassis Z. 3 complete with 32 x 6 tyres	£320
Chassis Z. 4 complete with 32 x 6 tyres & F.W.B.	350
Type Z. 3 Standard Lorry complete with Cab	385
Type Z. 3 Standard Van complete with Cab	415
Type Z. 3 De Luxe Van complete with Cab	430
Type Z. 4 Standard Lorry complete with Cab	415

30 C.W.T. MORRIS 15.9 H.P. 11' 6" W.B.

Chassis Z. 5 with 32 x 4 1/2" tyres, dual rear. F.W.B.	£320
Chassis Z. 6 complete with 32 x 6 tyres & F.W.B.	355
Type Z. 5 Standard Lorry complete with Cab	390
Type Z. 6 Standard Lorry complete with Cab	420
Type Z. 5 Charabanc for 18 passengers	620
Type Z. 6 Charabanc for 18 passengers	650
Type Z. 5 Special Saloon Bus	670
Type Z. 6 Special Saloon Bus	700

30 C.W.T. 6-WHEELER 15.9 H.P. 11' 8" W.B.

Chassis only equipped with 32" x 4 1/2" tyres	£538
Chassis with War Dept. type Body	626

FULL PARTICULARS AND PRICES
OF SPECIAL BODIES & EQUIPMENT
ON APPLICATION.

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(THE HONG KONG & SHANGHAI HOTELS, LTD.)

SHOWROOM—25, QUEEN'S ROAD CENTRAL

TELEPHONE CENTRAL 4759

Humber

3.49 H.P., O.H.V.

WE have just received a
shipment of these famous
SPORTS
MOTOR CYCLES

AND SIDECARS

THESE SNAPPY MACHINES
ARE NOW—

ON SHOW

IN OUR SHOWROOM. CALL
AND SEE THEM EARLY.

Lane, Crawford, Ltd.
SOLE AGENTS.

A LETTER FROM HOME

about

The Austin Seven

10,000 Miles in 7 months;
Average 47½ miles per gallon;
13,000 miles to a set of tyres.

Why Ride in Richshaws
when you can keep an Austin "7" ?

Please call in to-day and get full particulars
of this wonderful little car
and its bigger brothers.

ALEX. ROSS & CO. (CHINA), LTD.

Prince's Building and 1a, Chater Road.
Telephones: C. 27 and C. 2487.

MOTURING NOTES

(CONTD.)

"PULLING UP."

WHICH IS THE BEST METHOD?

THE STRAIN ON THE ENGINE.

A difference of opinion is revealed by a letter which reached us a few days ago, says the Austin "Advocate." The writer asks "which is the correct and best method (relating to the strain upon the engine) of pulling a car up."

He continues:—"My idea is this; that if you are doing say 25 m.p.h. on a level piece of road and you wish to pull up, the best and most correct method is, take your foot off the accelerator (which will slow the engine's speed and pulling power down) and apply the brake gently, with the clutch still in, and not until the moment when the engine begins to drive the car (with its own power) should the clutch be put out."

His friend says the foregoing method is wrong, and that this is his idea:—"One should always declutch before applying the brakes, and that the act of letting the car slow up on the engine throws a great strain on the engine, which in his idea (the strain) should be wholly taken by declutching, and the strain, if any, put on the brakes. Which is correct? We are both convinced that our own opinion is right."

The description of the first method reads quite clearly until we come to the phrase "until the moment when the engine begins to drive the car (with its own power)." We are not quite sure what our correspondent means here, but guess he means "When the engine again begins to drive the car." He has decelerated and been braking gently for an appreciable period, and has by now slowed down his car to a very low speed, and the engine is little more than "ticking over." This is the moment to declutch.

The first method, therefore, is correct, and a good driver should always leave his clutch in when slowing up his car by means of the brakes, after having first decelerated.

Our correspondent's friend's idea does certainly not describe the best method. There is no harmful undue strain thrown on the engine, when it remains in gear while the "way" on the car diminishes in consequence of the cutting down of the "gas," and the gradual application of the brakes. On the other hand when roads are greasy or frosty if one declutches before applying the brakes, the conditions are just right for a nasty skid, because cars skid more readily when the engine is disconnected from the road wheels.

A skid may occur from several causes, but usually, it commences when one or other of the back wheels does not revolve at the same speed as its fellow, and this unequal rolling of the wheels induces a sideways movement which swiftly develops into a skid.

Unequal brake adjustment, where the shoes of one drum come in contact before the other, cause sufficient drag to set up such a movement as is described above. When on icy road or very slippery mud, the tyre of one wheel fails to grip, the effect is to start this sideways slide and a skid is commenced.

Now it is clear that with the engine connected, the wheels are forced to revolve, and this is the only way in which grip of the road can be recovered. The cure for a skid is to get for the wheels rolling and this is not possible if the engine is disconnected.

As an adjunct to the brakes the engine is used in other ways. The engine may be used as a brake by closing the throttle, in which condition the engine will have to be driven by the car. The resistance of the pistons and other parts of the engine exerts a gradual, but helpful, retarding effect and makes easier the work of the mechanical brakes.

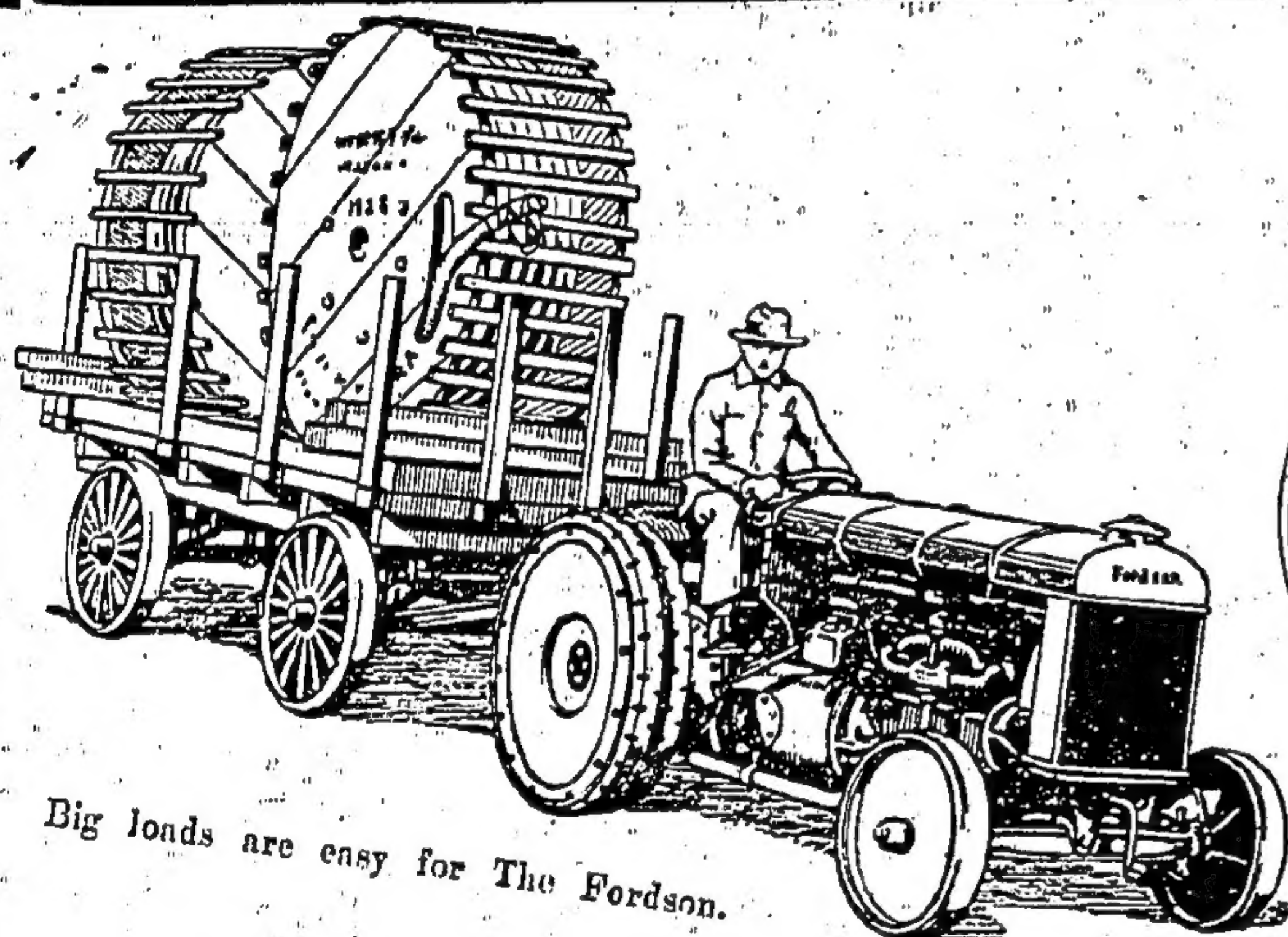
This operation, however, has the objection that when the throttle is closed the engine in running, sucks an excessive amount of oil past the pistons. On descending a very steep hill, the best plan is to engage one of the low gears, and to allow the car to drive the engine through the gears. Thus the engine power is used as a steady brake, and the hand or pedal operated brakes can be applied as required to check any unwanted increase of speed.



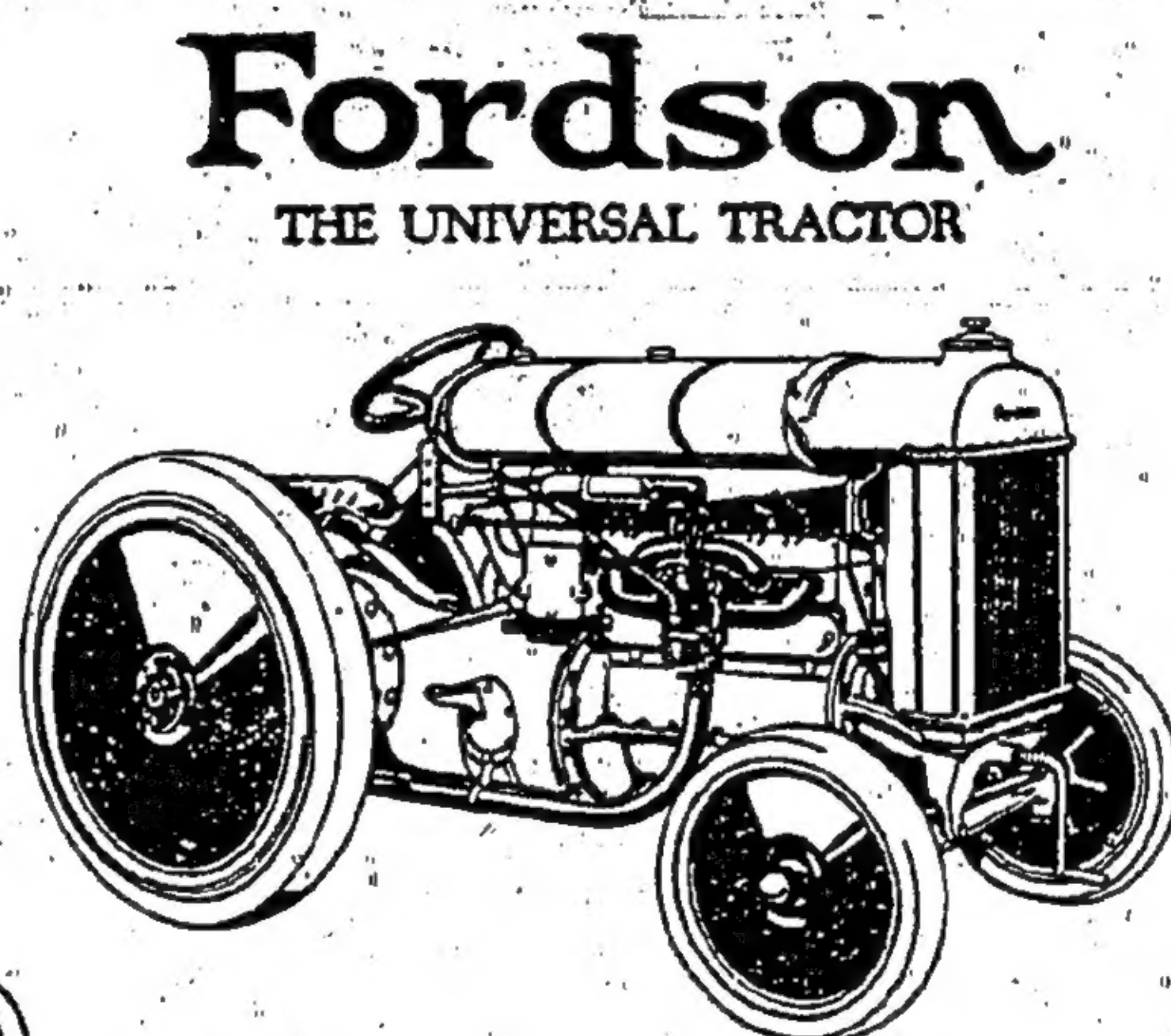
Cents for oil or
dollars for repairs"

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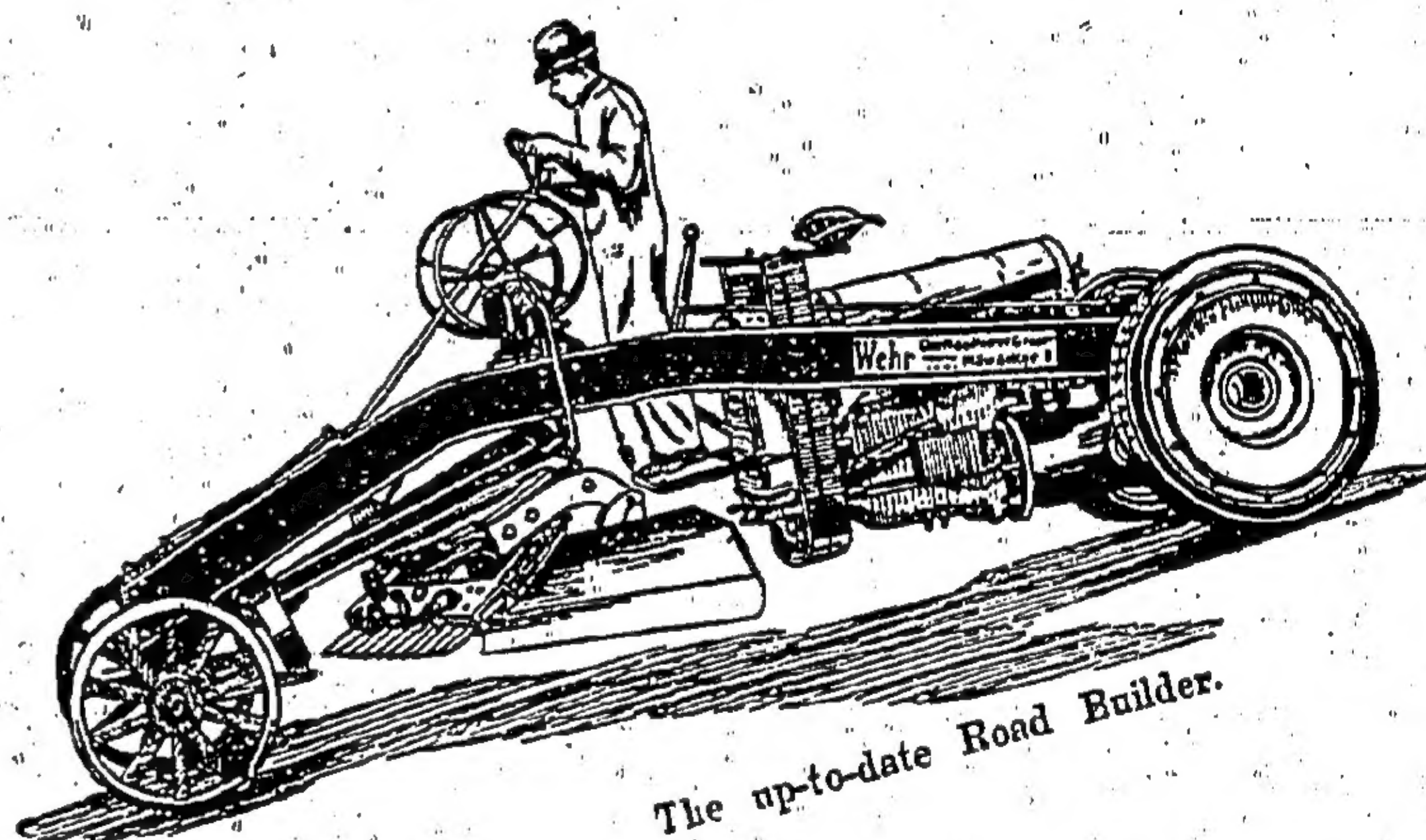
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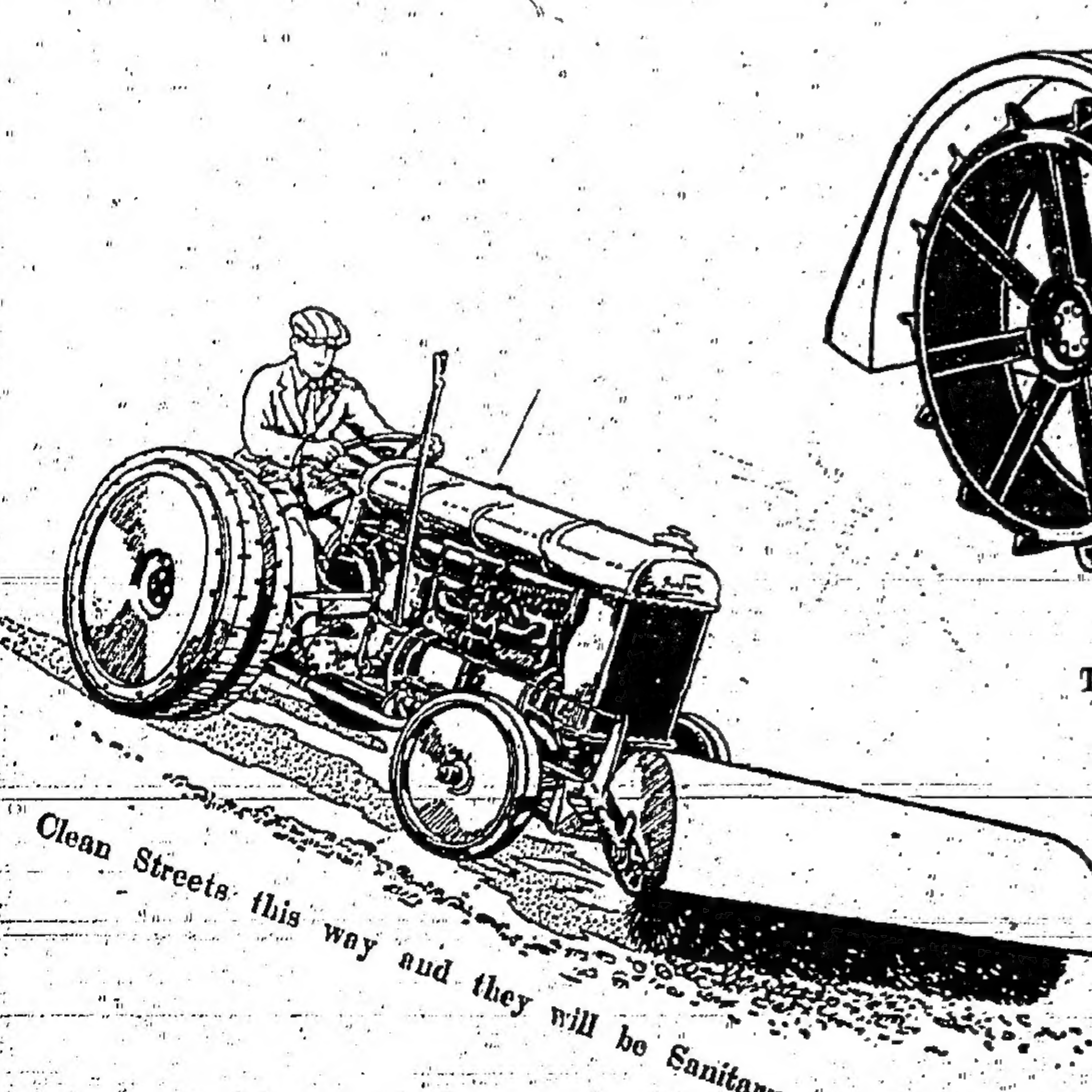


Equipped this way does not injure the Roadbed.

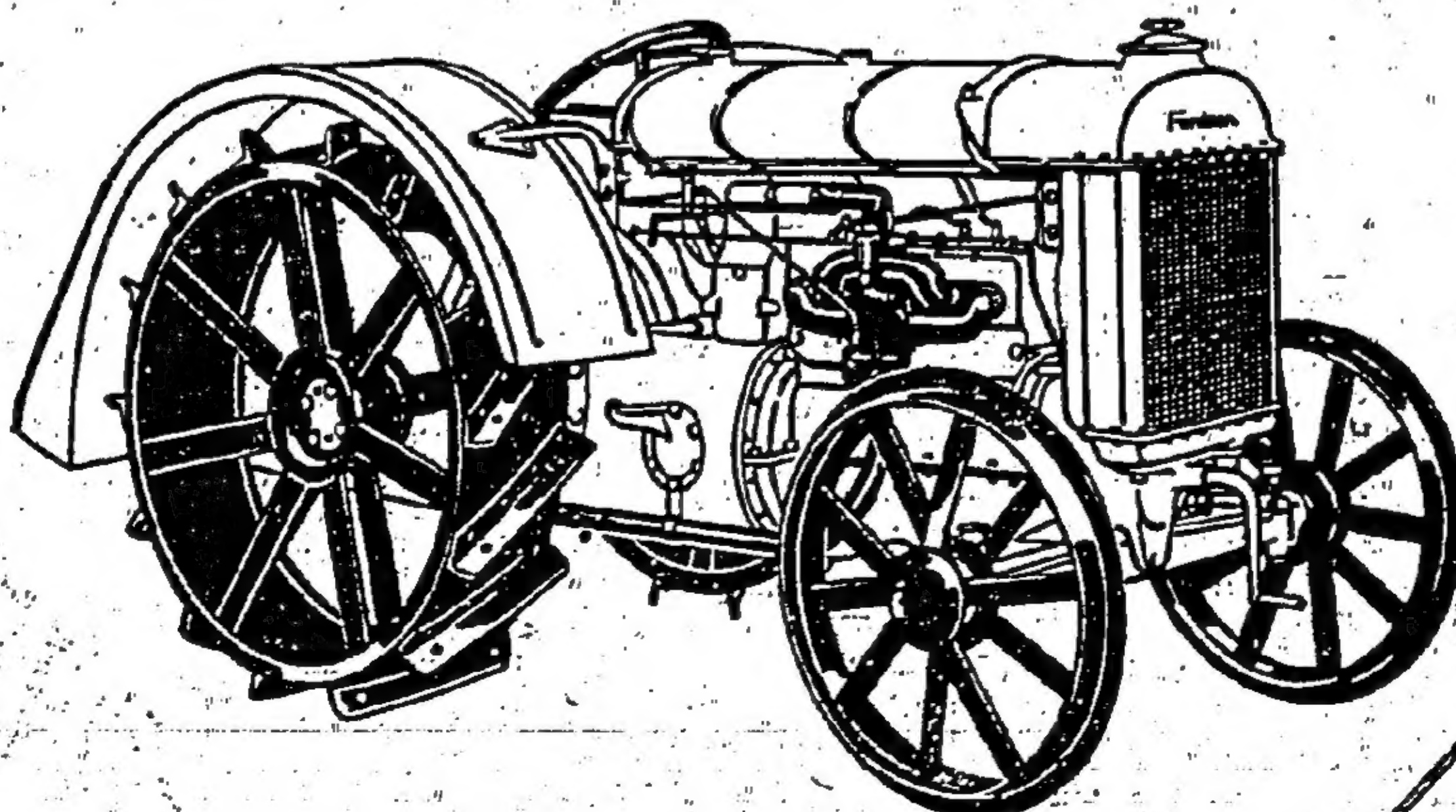


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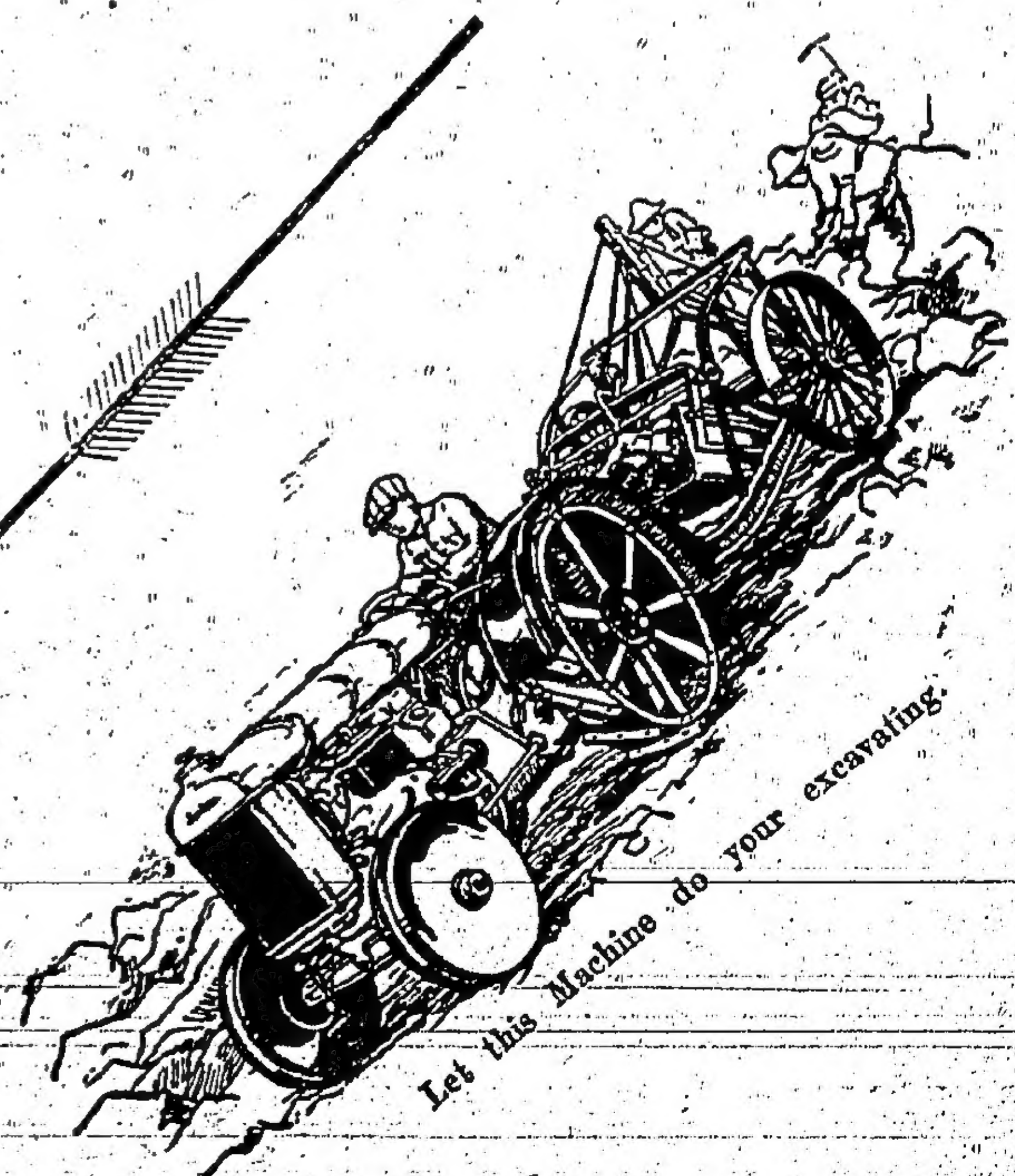
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This is used in more than 200 different ways.



Let this Machine do your excavating.

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LINCOLN **Ford** FORDSON
DEALER.

47, Des Vœux Road C.

LOCAL FOOTBALL.

K.O.S.B. DRAW WITH S.C.A.A.

ANOTHER UNFORTUNATE INCIDENT.

(BY COLNER KICK.)

Before a crowd of over 3,000 spectators, who lined the field about five deep, and clustered on both hills, a fast and exciting football match between the K.O.S.B. and the S.C.A.A. Senior XI, was played to a draw yesterday evening at the Sookunpo Valley.

The Chinese team had the attendance of seven players who had returned to the Colony from the recent tour to Australia, and among them were the two interlopers from Shanghai, Li Wai Tong and Chan Chen Woo. But in spite of this augmented strength, the "brawny" Scots were able to hold their own, and had their passing been more accurate, they would have defeated the Chinese.

The whistle was blown shortly after 5.30 p.m., and the soldiers immediately took up the attack. The defence of the Chinese was rarely taxed and several well-aimed shots were sent but failed to net. The ball was then transferred to Scottish territory and it was only McDougall's skill in goal, that prevented the Chinese from scoring. He was easily the outstanding figure in his team. He cleared some shots, and coolly checked the onrush of the Chinese again and again.

The play was fast and exciting, both sides going all out. Just towards the end of the first half, the Chinese nearly scored from a corner kick, but McDougall managed to clear two difficult shots in quick succession. The soldiers retaliated and were pressing hard when the whistle sounded. A scoreless half.

Li Wai Tong Scores.
On resuming the Chinese opened the attack and after ten minutes' play, they drew the "fast blood" through Li Wai Tong, who beat McDougall with a long-range shot. Pandemonium broke loose, hats were flying in mid-air and the Chinese yelled themselves hoarse.

The Kosbies renewed their efforts and were playing sterling football. The Chinese territory was invaded on several occasions, but the steady defence put up by their backs successfully prevented the Scottish lads from scoring.

The soldiers doggedly kept up the pressure and towards the end, their efforts were rewarded. McDougall took the ball from the Chinese centre forward, rushed it to within about ten yards of the penalty area, and found the net with a well-aimed shot.

After this, nothing very exciting happened. The light was falling and both teams were playing on the defensive. The score was one all. Capt. Austin referred the match to the satisfaction of all.

The K.O.S.B. live-up was as follows:—McDougall; Gardner, Gow; Skizge, Davy, Everest; Alexander, McInelly, Humphrys, Skizge, Hart.

The players of S.C.A.A. were as follows:—Chan Y. Yin; Li Tin Sang, T. T. Lai; Chan Chen Woo, Pang Wai Hing, M. K. Fung; Ip Pak Wa, Li Wai Tong, Tai Lun Hing, Fung King Cheung and Ko Sik Wai.

An Unsportmanlike Player.
The match was unfortunately marred by the unsportmanlike behaviour of one of the Chinese players.

Chan Soo was tackled by Gardner, the K.O.S.B.'s right back, but Gardner fell and in doing so, his toe came in contact with Chan Soo's shin. The latter then kicked Gardner back in the knee, Gardner turned away to resume play, but the referee stopped the game and ordered Chan Soo out of the field.

The Chinese spectators were much incensed at this and some rowdy elements were inciting the people to a strike. Fortunately the incident passed off without any trouble.

LEAGUE BASEBALL.

DRAGONS GET W.O. FROM PORTUGUESE.

The South China Dragons received a walk-over from the Club de Recreo yesterday.

To-day the Dragons will play the Filipinos at 5.15 p.m. at the Happy Valley diamond.

WATER POLO.

DECIDING MATCH TO-DAY.

V.R.C. "A" v. K.B.S.F.P.A. "A."

The most important match of the League—and one that will decide the championship for the year—is to be played to-day, at the Victoria Recreation Club between the V.R.C. "A" and the Kowloon British School Former Pupils' Association "A." commencing at 5.30 p.m., and not at 5.30 as at first fixed. The change is due to the fact that the light falls after 6.30.

Great rivalry exists between the two teams. For the past two years they have been the strongest members of the League but the Club has been victorious. This is the third consecutive year that they are competing for the first place and a good struggle is expected to-day, and the Victoria Recreation Club are considered the more likely to win.

Following this game the King's Own Scottish Borders will play the K.B.S.F.P.A. "B" in the last match of the season.

LAWN TENNIS.

"Tennis enthusiasts will be disappointed to learn that Khoo Hooi Hye, the Singapore champion, will not play in Hong Kong on account of indisposition. He leaves in a few days time."

CHINA NATIONAL ASSOCIATION FORMED.

At a meeting of Chinese Tennis players held in the offices of the National Chinese Amateur Athletic Federation, Shanghai, on September 5th, a China National Lawn Tennis Association was formed.

Mr. Ng Sze Kwong, the well-known local exponent, was elected first President, with Dr. Philip Tyan and Mr. Koo Hooi Hye, the Singapore Champion as Vice-Presidents. Mr. Ho Ka Lau, who will be remembered by local tennis players, was chosen for the position of hon. secretary.

It is the intention of the Association to send strong players to compete in the World's Olympic Games at Amsterdam in 1928 and also to enter China in the Davis Cup contests in the same year.

This idea has the support of the Chinese Bankers' Association in Shanghai and of many influential Chinese gentlemen.

LAWN BOWLS.

PEAK CLUB.

The bowling green at the Peak Club is now available for play and will be informally opened to-day (Wednesday) at 5.15 p.m.

HOME FOOTBALL.

LATEST LEAGUE RESULTS.

(THROUGH REUTER'S AGENCY.)

LONDON, Sept. 12th.

The following are the results of the matches played to-day:—

Division I.

Cardiff 1, Blackburn 1.

Tottenham 4, Middlesboro 2.

Division II.

South Shields 2, Wolves 2.

Division III (Northern).

Ashington 3, Halifax 3.

Nelson 4, Burrow 0.

MOTHS AS CLUE.

ELEVEN MEMBERS OF MOTOR CAR GANG ARRESTED.

A number of large moths, which only fly in the evening, were responsible for the arrest of 11 thieves. A police inspector, who was lunching in the country near Paris, found some caught in the radiator of the car of two of his fellow-lunchers, who had already aroused his suspicion by the use of slang expressions not at all in keeping with the appearance of their motor-car.

They had told the inspector they had not been out for several days, but the moths proved they had been using the car the previous evening. He questioned the men, who confessed they had stolen the car the evening before and had already used it to commit robbery.

They gave the address of one of their accomplices, who greeted the inspector with a revolver shot and escaped. He was captured later. In all 11 members of a gang who had been responsible for a number of motor-car thefts were arrested.

THE HEAVYWEIGHT TITLE.

PROSPECTS OF TUNNEY-DEMPSEY RETURN.

DEMPSEY HARDLY THE MAN HE WAS.

Whatever happens to Jack Dempsey when he meets Gene Tunney in the greatly anticipated return battle for the world's championship this month, he will have his name engraved on the scroll of fame of the pugilistic immortals.

By supreme will power he resurrected a big percentage of his old form when he knocked the younger Jack Sharkey practically senseless in the ring at the Yankee Stadium. Jack may not have approached within 10 per cent. of the fighting form I saw him display at Boyles Thirty Acres, New Jersey but his indomitable courage and inherent will to win brought him right back to the limelight. This revealed the real Dempsey spirit.

There may have been more accomplished boxers than the Manassas man. They might have exploited a left lead more effectively than Dempsey, but believe me, Jack is at heart one of those men with primitive instincts who would not have achieved outstanding success in any other sphere.

Jekyll and Hyde of the Game.

A very likeable fellow is Mister Dempsey (writes "Old Campaigner" in *the Sport*). I have spent much time in his company, and his restraint and boyish spirits, coupled with natural modesty, have made me wonder how he could indulge such tigerish ferocity when in the ring. A Dr. Jekyll and Mr. Hyde of the fighting game.

I recall a very pleasant evening with him at Brighton. He was interesting, a good listener, but the talk was not of the fighting business. He was reminiscent of his old days as a hobo on the highway, and then would laugh, showing these days a keen sense of humor, and tell us that he was anxious about his wife, who had suffered a bad attack of seasickness en route from New York to Southampton.

I can understand the depression which enveloped him when the verdict went against him after ten rounds. Dempsey-like rounds with Gene Tunney. It was Tunney's night out. Yet I am certain that had the New York intellectual clashed with Dempsey a couple of years previously he would not have stood much chance with the conqueror of Jess Willard.

Better than Sharkey.

For this reason, Dempsey had a punch that would have felled a dozen bullocks. Tunney was and is more of a scientific boxer, who depends upon superlative skill to bring him the sweets of victory.

If only Dempsey could put back the clock and show that fiercely aggressive spirit I saw him display against Georges Carpentier, then I would have no hesitation in naming him as the winner in his second trial with Eugene Tunney. But I am sceptical.

The present world's champion is a much better fighter than the Lithuanian, Jack Sharkey. Tunney has supreme confidence in his own powers. And it must not be overlooked that he has already beaten Dempsey for a world's title, which means such a lot. Tunney is a native of a Greenwich Village, now a Bohemian centre of New York, Senator James Walker, was born.

Tunney's Literary Interests.

Tunney has not had a contest since he dethroned Dempsey at Philadelphia, but I know that he is a careful and conscientious living man. The Great White Way of Broadway has no appeal for the champion.

Night life is anathema to him. His interest is more centred on literary subjects than Bohemian life, and I am sure he will be in magnificent form when he strips for the fray with Dempsey.

American boxing business, is so vastly different from our old-fashioned notions. Their fighting men train so differently, and they seem to possess more personality than any of our champions—past and present.

They are also better tradesmen when it comes to delivering the "goods."

Tunney and Dempsey will attract a two-million dollar gate, for the reason that the crowd will expect to see thrills in plenty. Yet I cannot imagine Dempsey getting the better of the experienced Tunney. Sharkey is more or less green. He lacked ring-craft and ring generalship and I am told is a very cocky young gentleman.

FUN O' THE FAIR.

AMERICAN KANDY KIDS.

Those of us both young and old who have a sweet tooth will find plenty of scope for it at the Stall of the American Kandy Kids on October 1st at Lee Gardens. Displayed by youth and beauty, all the latest "confections" of U.S.A. will be on sale, but not for long. The early purchaser will catch the confection. Orders will be booked in advance by Mrs. Mayer, 18, Peak Road.

ENGLAND'S TRAMWAYS OBSOLETE.

OMNIBUSES RUN BY 70 COUNCILS.

SAFER STREETS.

Municipal tramways undertakings throughout England are gradually giving place to municipally owned motor-omnibuses.

Comprehensive reports were made during August on tramway operation for a score of important municipal councils, who have in their minds the gradual replacement of the tramways by an omnibus system.

The success of the six-wheeled motor-omnibus is one of the factors which is hastening the doom of the tramway. The old argument that the omnibuses could not carry as many passengers as the tramcar has lost its effect by the production of the new mammoth omnibuses with a carrying capacity of seventy people.

Naturally the change from the tramcar to the omnibus is slow because of the capital which is locked away in the systems of rail transport on the roads.

More than £700,000 has been expended on municipal tramways, and in addition there is another £10,000,000 invested in company-owned tramway undertakings.

"Halfway House."

The progress of the omnibuses is persistent. More than seventy municipal councils now run omnibuses, an extension of twelve in a year.

Some sort of halfway house between the tramway and the motor-omnibus is found in the electrically-driven, railless omnibus that takes its power from the overhead electric wires used by the tram. Fourteen towns have adopted this system, either as an extension of their tramways or instead of them.

At Ipswich, Suffolk, the last section of tram rails is now being pulled up, and the whole of the town is now served by trolley line and motor omnibuses. Ipswich is an example of gradual development.

Mr. E. S. Shrapnell-Smith, president of the Commercial Motor Users' Association, in an interview dealing particularly with the tramway problem of London, said:—

"The future of London's tramways is not only a problem of economy but one of life and limb. The grave economic aspect is easily seen from the income and expenditure accounts of tramway undertakings. On March 31st last year, the net debt of the London County Council tramways amounted to more than nine million pounds. During the past three years they lost more than half a million. The total deficit last year for the tramways of Greater London was £750,000."

Interior Facilities.
"Compared with the new type of six-wheeled motor-omnibus with covered top deck and seating accommodation for sixty-eight to seventy persons, tramcars give far inferior facilities for local movement."

"As regards public safety it is not generally recognised that there is far greater danger in tramway streets than in non-tramway streets."

"The following are the official statistics showing the number of street fatalities which have occurred in London in tramway and non-tramway streets during the last three years:—

Year	Tramway streets.	Non-tramway streets.
1924	418	423
1925	393	436
1926	399	523
Total	1,210	1,382

"Bearing in mind that the total length of tramway streets in the Metropolitan Police District is only 248 miles, while the length of only the important non-tramway streets in the same area is 864 miles, it appears that tramway streets are more than twice as dangerous."

Street Dangers.

"The figures showing fatalities to pedal cyclists are even more striking. The number of pedal cyclists killed is:—

Year	Tramway streets.	Non-tramway streets.
1924	75	65
1925	71	46
1926	77	62
Total	223	173

"This shows that tramway streets are at least three times as dangerous for cyclists."

(Continued on next column.)

MOTOR TRAFFIC IN JAPAN.

COMPETITION WITH THE RAILWAYS.

RESTRICTING MOTOR ROADS.

A report published by the State Railways of Japan indicates keen competition with the automobile traffic. At the end of 1926 there were 11,527 motor buses and trucks in operation parallel to the Government lines, showing a rise of about 41 times over 1922. During the period buses increased 300.30 per cent. to 7,417, Fords contributing 70 per cent. of the cars used. Trucks also increased little more than 500 per cent.

The largest number of buses were in operation in places under the jurisdiction of the Tokyo Railway Bureau, reaching 2,247, or 30 per cent. of the aggregate. Next came the district under the Moji Bureau with 2,128, as compared with 1,324 run in the zones under the Kobe Bureau. Sendai reported 1,180 and Nagoya 560. Trucks were in operation in the Tokyo Bureau district to the number of 1,731, or 41 per cent. of the total, and in Nagoya to 1,000. Kobe, Moji and Sendai were 10 per cent. each of the total.

The report estimates the inroads made by the automobile traffic into the railway revenues at about ¥2,300,000. Particulars are given below:—

Buses.	1923.	Per Day.
Number of cars	7,417	—
Passengers carried	310,251,000	328,000
Miles operated	563,167,000	1,542,000
Passengers per car	16,213	44
Mileage per passenger	5	—
Trucks.		
Number of cars	4,210	—
Tonnage carried	1,476,000	4,000
Miles operated	22,139,000	60,000
Tonnage per car	3,511	1
Tonnage per mile	15	—

The above tables indicate that automobile traffic in Japan is rapidly replacing other means of traffic, man and beast of burden, and taking a large slice of business off railway accommodation. The tendency is not so marked as in the United States and Germany, where a very difficult condition is being faced by the railways, but it will be emphasised with improvement in road and an increase in the number of cars.

The State Railways, it is reported, have addressed a circular to the local governors to take effective steps with a view to preventing competition between railways and automobile service. Roads will only be laid at the expense of the Government suitable for automobile traffic where railway accommodation is limited.

HEAVY MOTOR CARS IN ENGLAND.

LENGTH LIMITED.

New regulations governing heavy motor vehicles, have been issued by the Ministry of Transport. The principal provisions are:

In general the overall length of a heavy motor-car shall not exceed 28ft. 6in.;

A car exceeding 26ft. overall shall not draw a trailer;

Requirements in respect of the construction and design of the brake equipment of heavy cars have been made more stringent;

More stringent limitations have been placed upon the permissible weights for public service vehicles.

The Minister strongly urges local authorities not to license omnibuses exceeding 26ft. in length except on specially favourable routes.

Known as the Heavy Motor Car (Amendment) Order 1927, the regulations are addressed to the county councils of Great Britain, Scotland, and Wales, and all others whom it may concern.

"Public opinion is steadily setting against the tramcar, and rightly so. In my opinion it will soon be admitted that the new large capacity omnibuses with covered tops can

Meet requirements as to workmen's fares;

Deal with peak-load traffic;

Provide more passenger seats per hour with greater safety and less congestion than any tramcar service;

Bear the cost of extinguishing the tramways' capital account, and of reinstating the highways after removing the tram rails.

"All this can be achieved without increasing fares, and I hope to bear a hand myself in persuading the Highways Committee of the L.C.C. to take the momentous decisions which are involved."

LARGEST UNION TO REFORM.

MINERS TIRED OF POLITICS.

NO MORE "COOKISM."

Important plans for the re-organisation of the largest trade union in the world—the Miners' Federation of Great Britain—are almost complete, and will shortly be submitted to the Executive of the federation for official approval.

This change in the structure of the federation is likely to prove of great significance to the whole trade union movement of the country.

It will indicate a return to pure industrialism on the part of the trade union which has been more political and more revolutionary than any other. It will also mean the restriction of the activities of Mr. A. J. Cook, the secretary of the federation. What has been termed "Cookism" will cease to be a federation policy.

One of the factors which has speeded up the private preparation of the federation's new constitution is the success which has attended the "Non-Political Miners' Union," directed by Mr. G. A. Spencer, M.P., of Nottingham. While the federation has suffered a serious decline in membership, the non-political union has steadily been gaining recruits.

Frightened Leaders.

The growth of Mr. Spencer's union has frightened certain leaders of the federation. They know that they must produce a counter-offensive in the form of re-organisation of the older body.

Complete rejection of the Communist suggestion for a single union for all mine workers with Mr. A. J. Cook as the principal director is one of the features of the new proposals. The autonomy of the various coalfield associations and federations' headquarters organisation is to be reformed. Mr. A. J. Cook will remain the titular head of the office, but his work will chiefly be propaganda and membership organisation.

New Official.

Another administrative official is proposed. Thus the secretaryship of the federation will be divisible in the same way as that of the National Union of Railwaymen, where Mr. J. H. Thomas, M.P., and Mr. C. T. Cramp have joint office.

Generally the whole scheme is to rearrange the headquarters along business and industrial lines, without having the chief burden of administration thrown on one man—Mr. A. J. Cook—as in the past.

Various special departments will be formed at the headquarters in Russell-square. It is suggested, for example, that there should be a negotiations department, with a committee of men particularly qualified to meet the mine-owners to discuss any matters of working conditions, hours, and wages.

A legislation department is advocated to maintain close touch with the miner M.P.'s and the Socialist Party in the House of Commons, and to watch all industrial matters in Parliament affecting the miners.

There will be also a benefit and pensions department. It is intended to put forward a miners' pension scheme based on sound actuarial calculations.

Another offshoot will be a strong research and statistical bureau, which will also deal with publicity at such times as the federation executive think that the case of the miners should be placed before the public.

Considerable interest attaches to the position of Mr. A. J. Cook in connection with all these mooted changes. If the scheme is carried through in the way members of the national executive would like to see, then his power will be pruned considerably. Miners throughout the coalfields recognise by now his failure as an administrator of a great and complicated trade union, and therefore proposals which leave him free from technical administration and conference table leadership are likely to be welcomed.

Waning Influence.

The fact that he was in favour of the one large union plan, which has now been shelved, is significant of his waning influence. He is also too closely akin to the Communists for the liking of the men in the coalfields.

Among those leaders who have worked strenuously for a reform of the federation, as against the one big union idea, is Mr. Frank Varley, M.P., of Nottingham.

Joseph Jones, of Yorkshire—probably the clearest thinking miner of them all—and Mr. John McKurk, of Lancashire, the most popular and best respected Labour leader in the north of England.

Should the plan of reconstruction prove sufficiently drastic, there may be a waning in the spread of Mr. Spencer's non-political union, but meanwhile this union's members have gained tangible advantages.

(Continued on next column.)

THE MISSING "TIMES" CORRESPONDENT.

NEW DISAPPEARANCE THEORY.

PROBABILITY OF DEATH FROM HEAT.

PEKING, August 13th.

Hankow correspondence up to August 10th concerning the disappearance of Mr. F. B. Riley, the missing *Times* correspondent, shows that he left the house of an employee of the Lunghai Railway at Chengchow, early on July 23rd intending to accompany Mr. Chen, the local manager of the Y.M.C.A. on a visit to a so-called Christian village in the vicinity.

Saying that he was unwell, Mr. Chen did not go, and Mr. Riley set off, wearing a felt hat and no coat. As he had deposited his money for safekeeping, and as he had an engagement with the Chief of Police for 10.30 that morning, after which he intended to return to Hankow on the train leaving that day at noon, it was obvious that he expected to be back early.

Mr. Roberts, traffic manager of the Lunghai railway says that the surrounding country was calm, the soldiers fairly well disciplined and the people friendly to foreigners, but he thought it was unfortunate that Mr. Riley went off without proper clothing. He suggests, the probability that the missing man was either overcome by the heat, or suffered from sunstroke. If this were so, and he died, the peasants might be afraid to report the matter, and would probably prefer to bury him secretly.

The officials, at first, were reluctant to concern themselves in the matter, because Mr. Riley had travelled without a passport and without giving any notification to the police, but when pressure was brought to bear from headquarters, it appears that they made careful inquiries but without result.

Many searchers who were well paid were used and promises of reward were made if they were successful, but they failed to throw any light on the subject.

There is no apparent motive from which to suggest foul play, because Mr. Riley was reported everywhere to be on the friendliest terms with the Nationalists, but his complete disappearance and the total absence of all information as to what has happened to him is a particularly suspicious feature of the case.—*North China Daily News.*

WITH HIS BOOTS ON.

BEDTIME COMEDY IN A LIVERPOOL COURT.

A woman who was accused of having wounded her husband, a stevedore, told the Liverpool stipendiary that the hit him on the head with an alarm clock in self-defence, in a quarrel which followed her protest against his going to bed with his boots on.

The man admitted that he was lying in bed fully dressed, and that his wife asked him to take his boots off.

The stipendiary asked him why he went to bed like that. "So as to get up in time," he replied.

The Stipendiary—That is rather a good idea. Does your wife occupy the same bedroom,—Oh, yes. Then it was not unreasonable to ask you to take your boots off. In view of that statement, do you wish to go on with the case?—I want a separation order, sir.

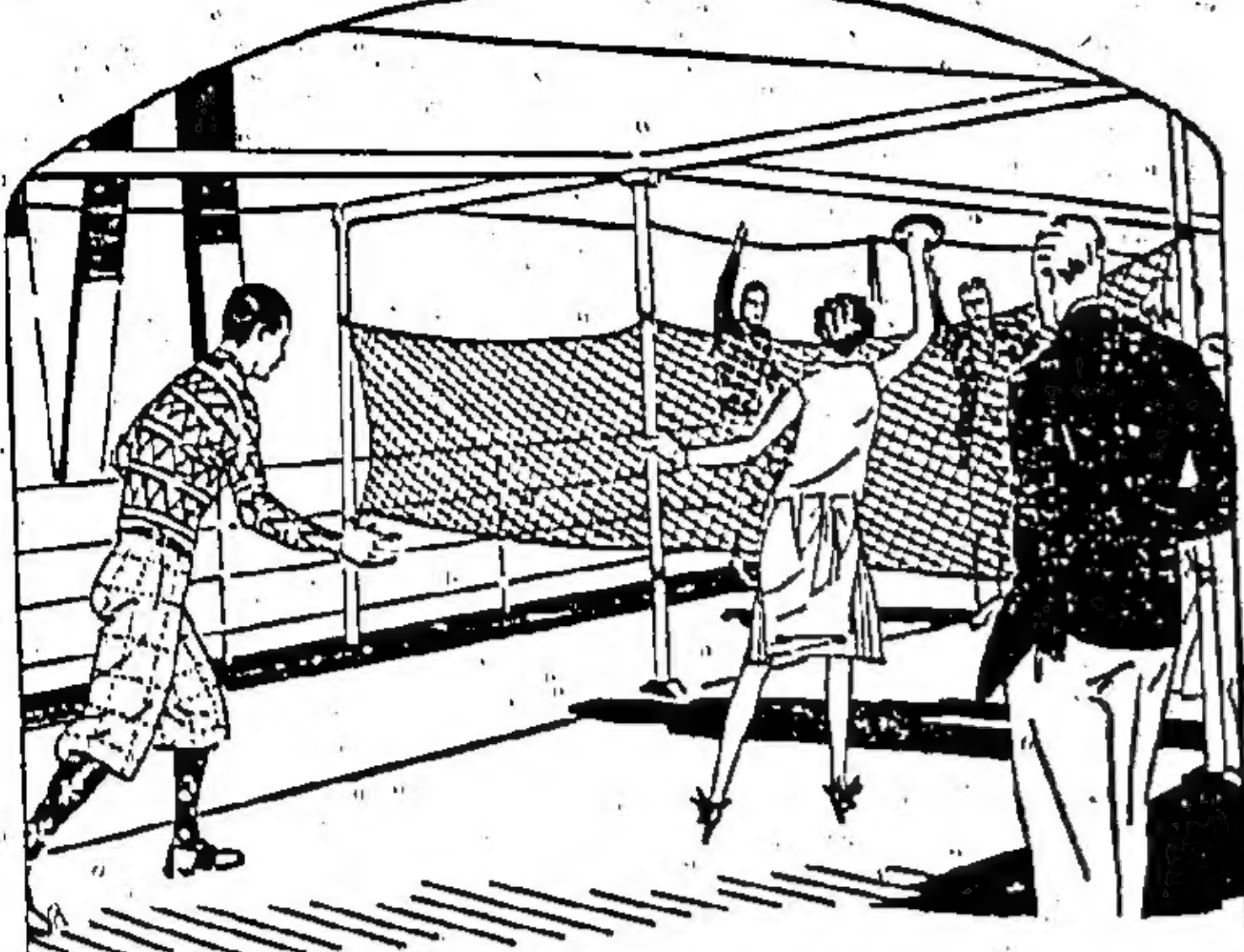
"Your boots on? I think you will get one!" (laughter).

A few moments later the man said he would have taken off his boots had he not been too drunk. The charge was dismissed.

It was claimed, for example, at a Nottingham miners' meeting on Saturday that the men who went back to work after the mining stoppage under the Spencer agreement had gained £3,000,000 in wages more than they would have obtained if they had waited for the peace agreement of the Miners' Federation. Moreover, an excellent benefit scheme is in process of development for the members of the non-political union.

These points are counting at present against the Miners' Federation. Consequently there is eagerness to produce the new reformed constitution.

Mr. Cook's "Revolt."
"I am going to organize revolt and lead revolt," declared



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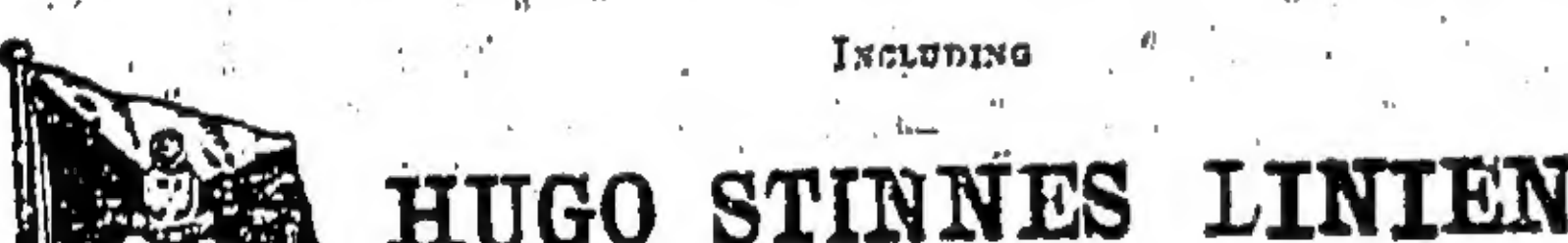
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KAWASAKI DOCKYARD READJUSTMENT.

Efforts to put concern on its feet.

Kobe, Aug. 30th.
Earnest efforts are being made by Mr. Matsukata to put the Kawasaki Dockyard on its feet but much will depend on his ability to secure funds amounting to 20 million yen. This accommodation Mr. Matsukata tried to get from the Industrial Bank of Japan, following a plan of readjustment which was approved by his large creditors.

The total liabilities of the Dockyard to 125 million yen but with large assets in the form of the ship-building yard and the plant for making blacksteels, etc., Mr. Matsukata estimates that the entire undertaking will be floated if 20 million is forthcoming.

His creditors, including the Fifteenth Bank, the First Bank, The Yokohama Specie Bank, the Industrial Bank of Japan and others recently went into the details of the plan of readjustment almost item by item, and came to the conclusion that it was fairly sound and feasible. This plan of readjustment is so typical of the Japanese way of corporation management that it might be well to enumerate its outstanding features.

Features Of Plan.
The Dockyard incurred large losses for a number of years past, but the plan does not contemplate the reduction of capital, neither does it propose to ask the shareholders to pay up for the present, though later on they may do so by easy stages. Another point is about the debentures, which amount to nearly 60 million yen, which the company is not able to redeem promptly upon maturity. The plan proposes to let these debentures stand unredeemed for the next 2 years, and after that, the entire amount will gradually be paid off within 8 years, paying the interest, in the meantime, as originally promised. A similar plan has also been formulated with regard to nearly 80 million yen, namely, to ask the creditors to wait 2 years for the payment of the original. After the payment of the entire amount will be spread over the period of 8 years, the rate of interest being uniformly reduced to 7 per cent per annum.

To an outsider it would look as if the Dockyard will have to make a lot of money to meet such huge obligations in the coming years. For immediate requirement Mr. Matsukata proposes to mortgage his plant and get the necessary accommodation of 20 million yen. Unfortunately, however, the Industrial Bank of Japan does not appear willing to oblige him. His difficulty constitutes a great stumbling block, but it is believed that Mr. Matsukata and his friends will be able to secure the money somewhere and somehow.

Important Development.
An important development in connection with the Kawasaki Dockyard is the litigation between the Dockyard and Okura and Co. for the payment of pig iron supplied by the latter to the Dockyard has finally been settled outside of court. This law suit has involved the sum of over 8 million yen and the case has been in the hands of lawyers for the past 8 years. The settlement provides for the payment of 3 million yen by the Kawasaki Dockyard to Okura and Co., who, however, will have to wait just like other creditors for the payment of this money.

The work of naval construction at the Dockyard has been taken over, and is being carried on by the officers of the Japanese Navy. A large number of men are engaged in this work, but others number 3,000 were discharged.

BELLES OF NEW YORK. PRAISE FROM BRITISH GIRL VISITORS. BEAT AMERICAN MEN!

While the young man of America is severely criticised by a party of English girls who have just returned from a visit to the United States, his sister's are warmly praised by the English visitors. Compared with the London girls, the belles of New York are declared to have:

Better figures very often.
Shorter skirts.
More frocks to wear—and better fitting ones.
These are the impressions of a party of thirty girls from Harrods' staff on their return after a 10,000 mile tour in America. "The American girls," said Miss D. Baker, one of the party, to a Press representative, "are very chic little things, and smarter in detail than ours. I think they spend most of their money on clothes, and they wear many more frocks than we do. Miss America studies 'fit' far more than our girls, and this makes her look a great deal smarter. All her frocks fit well. Their figures are very nice. Their skirts, if anything, are shorter than ours. Their feet are beautifully shod, and in that respect they beat us easily. The youngest and smallest of them 'make up' far more than we, and do it very well. They have all the confidence in the world, and a child of 14 is absolutely grown up."

"American men," she added, "are terribly dressed. Their tailoring is disgusting. The only thing to be said for it is that it is comfortable and clean. I wanted to put pins in the men; there was no fit about them at all. We went to a dance at a country club, and to our horror the men took off their coats and danced in their shirt sleeves. We were so startled that we nearly walked out. Our men, at any rate, beat the Americans hollow."

NEW DIESEL ENGINE DEVELOPMENT.

GLASGOW FIRM LAUNCHES FIRST EQUIPPED VESSEL.

Yet another stage in the development of the Diesel Engine for marine propulsion was marked with launch of a motor vessel recently in the yard of William Beardmore and Co., Ltd., Dalmuir, on the Clyde.

This was the first of three mixed cargo and passenger vessels which this well-known Glasgow firm of shipbuilders and engineers is constructing for the Compania Nacional de Navegacion "Costa Rica" of Rio de Janeiro. The vessels are of about 3,000 tons gross, are 370 ft. long and will have a speed of 14 knots. 275 passengers can be carried in addition to 3,000 tons of cargo.

What makes the machinery of exceptional interest is the fact that the engine, which are of the well-tried Beardmore-Tosi Diesel type, are super-charged—that is to say, forced induction is employed to obtain a higher power output from the same size of cylinders. Thus a practice which has been proved to produce astonishingly increased power outputs from motor car engines is now accepted for marine propulsion. The total output for the two six-cylinder engines in this vessel will be 3,000 b.h.p.

In the course of the speeches during the launching ceremony it was remarked that the large volume of work done by this company for foreign firms showed the confidence that overseas shipowners still have in the skill and workmanship of Clyde-side.

GIRL TYPIST TO BANK DIRECTOR. LONDON WOMAN STOCK-BROKER ON HER BUSINESS SUCCESS.

Miss Gordon Holmes, London's woman stockbroker, who started business life as a typist and whose income is now well in the four-figure level, described to the Evening Standard how she became the only woman bank director in Hungary. She has just returned from Budapest.

Miss Holmes and her partner, Mr. Sifton Turner, are the only British subjects among the 15 directors of the City Savings Bank Company of Budapest, whose official statement has just been issued before obtaining permission to introduce 55,750 of its 100,000 shares on the London Stock Exchange. Miss Holmes worked for a trust corporation during the war, eventually became acting manager, and later started and built up a big business under the name of the National Securities Corporation.

"My interest in the savings bank venture started when the managing director of the bank called to see us while visiting England," Miss Holmes said. "He wanted to interest us in the affairs of the bank and was anxious that we should go to Hungary and investigate on the spot. I paid several visits to Hungary, met many bankers and other prominent financial people. My partner and I were eventually invited to become directors, and when I attended my first directors' meeting, a short time ago, the president of the bank introduced me as the first woman bank director in Hungary."

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

"KIDDERPORE"

Carrying His Majesty's Mails, will be despatched from this Port on or about TUESDAY, the 20th SEPTEMBER, 1927, at Noon, taking Cargo for the above Ports.
Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.
Parcels will be received at this Office until 5 p.m. the day before sailing. The contents and value of all packages must be declared.
For further Particulars, Apply to: MACKINNON, MACKENZIE & CO., Agents.
Hong Kong, 14th Sept. 1927. [5321]

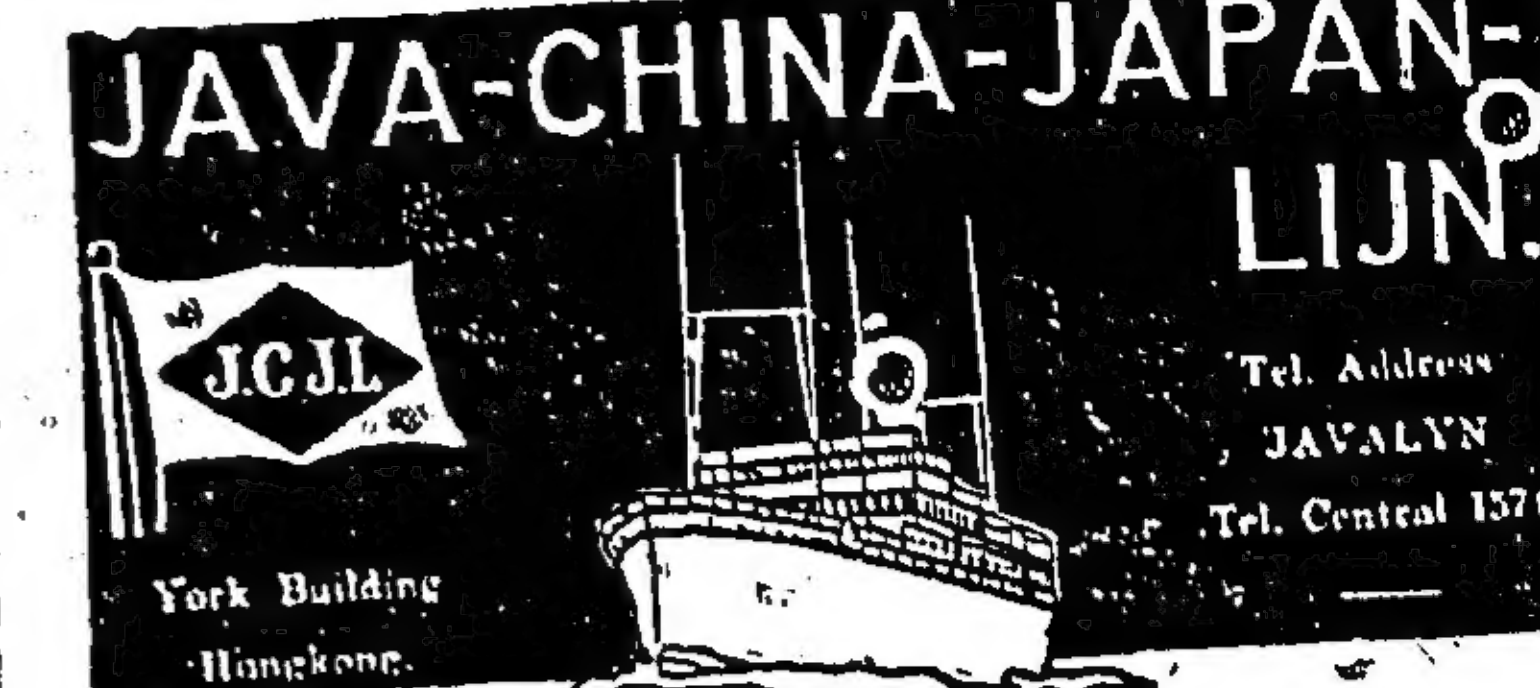
HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, September 13th.	Previous On Date On Date	Day at	at	at
		2 p.m.	6 a.m.	1 p.m.
Barometer...	29.81	29.84	29.84	
Temperature...	85	79	83	
Humidity...	85	79	77	
Wind...				
Direction...	East	E	E	
Force...	4	2	4	
Weather...	B	C	O	
Bain...	0.00	0.00	0.00	

Highest open-air Temperature, 12th: 75
Lowest open-air Temperature, 13th: 75

HONG KONG TIDE TABLE.

From September 14th to 20th, 1927.	High Water.	Low Water.
Day of Week	Hong Kong Standard Time.	Hong Kong Standard Time.
Day of Month	Height.	Height.
Wed. 14	11 17 7 2	4 44 1 9
Thur. 15	11 25 6 3	5 21 2 1
Fri. 16	0 12 5 5	6 53 1 3
Sat. 17	0 2 6 5	7 54 2 7
Sun. 18	1 14 5 7	8 25 3 3
Mon. 19	2 40 5 0	8 57 3 9
Tues. 20	3 14 4 6	9 15 4 4
	4 41 4 6	7 29 4 3
	5 24 4 6	6 11 4 3
	6 4 4 6	5 15 4 0
	6 54 4 9	10 23 4 4



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STRAITS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
GORONTALO	JAVA	In Port	17th Sept	SHANGHAI
TJIMANOEK	N.C. & AMOY	12th Sept	14th "	MAKASSAR & JAVA
BARON	JAVA	17th "	23rd "	SHANGHAI, K'UNG.
TJISAPORA	BATAVIA	18th "	24th "	BATAVIA
TJISARANG	SHAL. K'UNG.	20th "	26th "	AMOI & N. CHINA
TJIKINI	JAVA, MAKASSAR	20th "	26th "	BATAVIA
TJITAROEM	N.C. & AMOY	20th "	26th "	SHANGHAI, K'UNG.
TJISONDARI	BATAVIA	22nd Oct.	6th "	MAKASSAR & JAVA
TJISAROEK	SHAL. K'UNG.	4th "	10th "	AMOI & N. CHINA
TJISALAK	JAVA, MAKASSAR	10th "	16th "	BATAVIA
TJIBODAS	N.C. & AMOY	16th "	22nd "	BATAVIA

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodations for a limited number of saloon passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the
J.C.J.L.
101

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poison, one matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gonorrhea, rheumatism, gout, or Derrys Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.
LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD.
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CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO., LTD.
CHINA MUTUAL STEAM NAVIGATION CO., LTD.
FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Steamer "CALCHAS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 13th September. Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 19th September, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 3rd October, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
13th September, 1927. [5320]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
CHINA MUTUAL STEAM NAVIGATION CO., LTD.
FROM UNITED KINGDOM AND CONTINENTAL PORTS VIA STRAITS.

CONSIGNEES per Co.'s Steamer "EURYLOCHUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 10th September. Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 16th September, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 20th September or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
10th September, 1927. [5315]

CONSIGNEE NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.
CONSIGNEE NOTICE.
S.S. "ANGERS"
BRISING CARGO FROM MARSEILLES, etc.
ALSO CARGO FROM BORDEAUX, LA PALLICE.
EX S.S. "VENT"
AND CARGO FROM GENOVA, EX S.S. "FLIBO."
CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.
All Claims must be sent to me on or before Thursday, the 22nd September, 1927, or they will not be recognized. Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Monday, the 18th September, 1927. No Fire Insurance will be effected by us in any case whatever.

Options Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer. Goods not cleared within 8 days including date of arrival will be subject to Rent.
No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Goddard & Douglas at 10 a.m. on Mondays and Thursdays, within the Free Storage period. All Claims against the Steamer must be presented to the Underwriter on or before 1st October, 1927, or they will not be recognized. No Claims will be admitted after the Goods have left the Godown. MACKINNON, MACKENZIE & Co., Agents.
Hong Kong, 12th Sept. 1927. [5317]

CHINA NAVIGATION COMPANY, LIMITED.

ANTUNG & NEWCHOWANG "OHENAN"	On 14th Sept. 8 a.m.
HOIHOW, FAHBOI & HAIPHONG	On 14th Sept. Noon
BANGKOK	On 14th Sept. 4 p.m.
AMOI, SWATOW & AMOY	On 17th Sept. 8 p.m.
AMOI, SWATOW & SINGAPORE	On 18th Sept. 8 a.m.
SWATOW & BANGKOK	On 18th Sept. Noon
AMOI, SHANGHAI & TSINGTAO	On 18th Sept. 6 a.m.
SWATOW & SHANGHAI	On 22nd Sept. Noon
SHANGHAI & TSINGTAO	On 24th Sept. 6 a.m.
SWATOW, SHANGHAI, NEWCHOWANG & DALNY	On 25th Sept. Noon
AMOI, SHANGHAI & TSINGTAO	On 27th Sept. 6 a.m.
AMOI, SWATOW & SINGAPORE	On 2nd Oct. 6 a.m.
SWATOW & BANGKOK	On 2nd Oct. Noon

SALON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To
\$60 SINGLE and \$90 RETURN.
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AGENTS.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

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THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS VIA MANILA AND THURSDAY ISLAND. Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

Steamers	Days Hong Kong on or about	Sailings from or on about
CHANGTE	11th October	18th October
TAIPING	15th November	18th November
CHANGTE	9th December	18th December
TAIPING	14th January	18th January

For Freight and Passage Apply to—**BUTTERFIELD & SWIRE.**
Telephone: CENTRAL 36. AGENTS.

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JOINT SERVICE OF THE
"BLUE FUNNEL LINE"
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AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hong Kong.
S.S. "CITY OF LINCOLN" ... Via Suez Canal ... 25th September
S.S. "CITY OF EASTBOURNE" ... Via Suez Canal ... 8th November
S.S. "CITY OF WELLINGTON" ... Via Suez Canal ... 20th November
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to Change without Notice.

For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, OR THE BANK LINE, LTD., HONG KONG
HONG KONG & CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

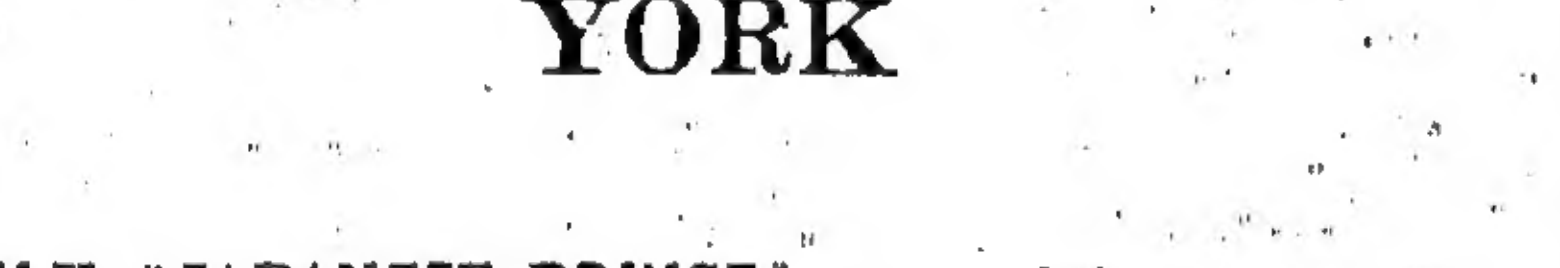
PRINCE LINE

IMPROVED SERVICE
BY
FAST MOTOR VESSELS
TO
BOSTON
AND
NEW YORK

M.V. "JAPANESE PRINCE" ... 17th September, 1927

For Freight and Full Particulars, apply to—
FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furnprince. King's Building. [19]



LIGNES COMMERCIALES (Cargo Boats).
Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK.
S.S. "CAPT. FAURE" due to arrive from DUNKIRK, LONDON, HAVRE about the 20th September.

SERVICES CONTRACTUELS (Mail Service)

Steamers	Sailings from Marseilles	Arr. at Hong Kong & Sailings for Shanghai and Japan	Sailings from Hong Kong for Marseilles
ATHOS II	12th Aug.	13th Sept.	27th Sept.
ANGERS	19th Aug.	20th Sept.	4th Oct.
DARTAGNAN	26th Aug.	27th Sept.	11th Oct.
GAL METZINGER	9th Sept.	11th Oct.	25th Nov.
SPHINX	23rd Sept.	25th Oct.	23rd Dec.
PORTHOS	7th Oct.	9th Nov.	8th Dec.

RATES OF PASSAGE MONEY TO MARSAILLES.

(Including Table Wine and Free Doctor's Attendance).
A Class (1st Class) ... 2 00. 00. B Class (1st Class) ... 2 05. 00. 00.
STEAMERS (2nd) ... 2 70. 00. 00. STEAMERS (2nd) ... 2 61. 00. 00.
Through Tickets to London and Leading Towns of Europe.
Accommodations reserved in the Trains at Marseilles.
(Sailings subject to alteration without notice).
For full Particulars, apply to—
Cie. des MESSAGERIES MARITIMES.
Telephone: Central 740. 3, Queen's Building, CONSIGNATION—TRANSIT—REPRESENTATION. [2]

Shipping News Arrivals and Departures, etc.

ARRIVALS.

September 13th.
Absin, Dutch str., 3,138 tons, Capt. W. Zeylenmaker, from San Francisco via Yokohama. The latter port she left on September 5th, with 6,813 tons of fuel oil, lying at North Point.—A.P.C.
Cutchas, British str., 6,313 tons, Capt. F. Adcock, from Glasgow via Singapore. The latter port she left on September 8th, with 1,350 tons of general cargo, lying at Holt's Wharf.—B. & S.
Kwang Ping, Chinese str., 1,749 tons, Capt. C. B. Hansen, from Canton, lying at China Merchants S.N. Co.—C.M.S.N. Co.
Kwang Nang, British str., 1,493 tons, Capt. A. D. Kelman, from Canton, with a general cargo, lying at buoy No. 332—Jardine, Matheson & Co.
President Lincoln, American str., 8,359 tons, Capt. H. L. Jones, from Los Angeles via ports. She left San Francisco on August 30th, with 2,132 tons of general cargo, lying at Kowloon Wharf.—Dollar S.S. Line.
Sunkang, Chinese str., 332 tons, Capt. Lai Kwong, from Kwang Chow Wan, with a general cargo, lying at buoy No. 64—Man Yick S.S. Co.
Tak Hing, Chinese str., 105 tons, Capt. Lam Shing, from Autau, with a general cargo, lying at Lien Cheong Wharf.—Fook Hoi S.S. Co.
Fotching, British str., 1,424 tons, Capt. G. H. Hodgson, from Shanghai, which port she left on September 9th, with a general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.

VESSLS EXPECTED.

Bank Line.
City of Salford, Oct. 1st.
City of Tokyo, Nov. 20th.
City of Wellington, Oct. 13th.
City of Winnipeg, Dec. 24th.
Blue Funnel Line.
Aeneas, Sept. 20th.
Antenor, Dec. 15th.
Cyclops, Dec. 6th.
Dionaea, Nov. 10th.
Eurydice, Nov. 17th.
Kurygus, Oct. 25th.
Kerama, Sept. 25th.
Machon, Nov. 20th.
Mennon, Dec. 6th.
Onufa, Nov. 10th.
Orates, Oct. 30th.
Patrius, Nov. 17th.
Phonius, Oct. 31st.
Proteus, Oct. 25th.
Pyrrhus, Dec. 10th.
Serpens, Oct. 10th.
Tithonus, Nov. 13th.
Tiresias, Oct. 16th.
Tydeus, Oct. 1st.
Tyndarus, Oct. 2nd.
British India and Apcar Line.
Talma, to-morrow.
Tilawa, Sept. 27th.
Canadian Pacific Line.
Empress of Canada, Sept. 10th.
Dodwell.
Dulian Castle, Sept. 24th.
Kendal Castle, Oct. 14th.
Romolo, Oct. 13th.
Eastern and Australian Lines.
Arafura, Oct. 3rd.
St. Albans, Sept. 27th.
Tanda, Nov. 7th.
Glen Line.
Carmarthenshire, Sept. 17th.
Carnarvonshire, Oct. 27th.
Glenbeg, Sept. 29th.
Glenahilly, Nov. 10th.
Glenara, Oct. 18th.
Hamburg-Amerika Linie and Hugo Stinnes Linien.
Kaiser Friedrich, to-morrow.
Kronprinz, Nov. 23rd.
Hessen, Sept. 27th.
Preussan, Oct. 25th.
Ransee, Nov. 7th.
Sachsen, Oct. 19th.
Java-China-Japan Line.
Baron Luhe, Sept. 17th.
Tibodas, Oct. 10th.
Tjikang, Sept. 20th.
Tjikini, Sept. 20th.
Tjiklak, Oct. 10th.
Tjikoran, Sept. 19th.
Tjikandak, Oct. 2nd.
Tjikarum, Sept. 26th.
Messageries Maritimes.
Capitaine Faur, Sept. 20th.
D'Arctagnan, Sept. 27th.
General Mettinger, Oct. 11th.
Porthos, Nov. 8th.
Sickiang, Oct. 21st.
Sphinx, Oct. 23th.
Miscellaneous.
Japan (S.E.A.), Oct. 13th.
Japanese Prince (Furness, F.E.), Sept. 18th.
Samatra (S.E.A.), Sept. 24th.

PASSENGERS.

Per s.s. Angers, from Marseilles and ports:—Mr. L. P. Geisenberger, Mr. C. E. Maligny, Mr. J. H. Gunn, Mr. and Mrs. Buchenholz, Mr. de Dinechlin, Mr. Mienville, Miss W. Benson, Miss Thomson, Mr. Hollingdale, R. P. de Coopman, Mr. Vassar, Mr. and Mrs. Clemens, Mme. Beauville, and Mr. Soar.
Per s.s. President Lincoln, from San Francisco and ports, on Sept. 13th:—Dr. D. B. Black, Mr. and Mrs. Quong C. Chang, Master G. C. Chang, Mr. H. D. Creed, Mr. Fung Shin Pan, Prof. W. J. Hinton, Mrs. A. F. Leonard, Mrs. N. F. Milner, Mr. Ng Tang Quai, Miss C. N. O'Rourke, Dr. and Mrs. F. C. Stewart, Mrs. E. Ethel W. Wason.
European passengers per s.s. Shingo Maru, from Shanghai, on September 13th:—Mr. R. E. Tottenham, Mrs. N. M. Tottenham, Lieut. J. A. Barthorp, Mr. E. Grimble, Mrs. T. S. Morrison, Mrs. J. Maitland, Mr. A. E. Davis, Mrs. S. V. Davis, Miss M. M. Tyrrell, Miss I. D. McKenzie, Miss D. M. Carvalho, Miss L. Arnold, Miss M. T. Britto, Miss C. de Silva, Mr. F. J. Jazavala, Mr. G. Peristeriches, Mrs. Chenafay, Miss M. Chenafay, Miss F. Chenafay, Mr. W. N. M. Nisbet, Mr. Y. Bellocchi, Mr. V. de P. Nunes, Mr. J. Jacob, and Mr. S. R. Kerman.

DEPARTURES.

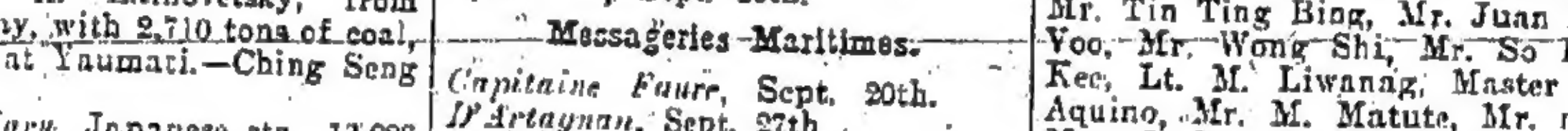
European passengers per s.s. Taiping, on September 13th, for Australian ports via Manila:—Mr. and Mrs. Hampden Beannoot, Mr. and Mrs. G. E. Jones, Mr. J. H. Briester, Mr. H. M. Svendsen, Mrs. A. C. W. Hill, Miss E. Tobin, Mr. W. C. Dodd, Mr. J. Robinson, Mr. W. Hails, Mr. J. F. Westlake, Mr. J. Cherpin, Miss Elena Cooke, Mr. N. Kurotsky, Mr. L. Greenberg, Miss K. Kusnetsova, Miss G. Mursich, Miss E. Bogdanova, Miss N. Volhovitzkaia, Mr. D. Bellotti, Miss T. Lismer, Mrs. Alice Young, Master Charlie Richard, and Master Archie Norman.
Per s.s. President Lincoln, for Manila, on September 13th:—Mr. and Mrs. J. Clements, Mr. and Mrs. J. Q. Coo Teng Hee, Master B. Coo Bu Peng, Miss R. Coo Bu Kim, Master G. Guillermo Coo Bu Kim, Mr. and Mrs. Coo An, Mr. F. Gipe, Mr. F. R. Geisenberger, Rev. Fathers "Rodeigum," Cano, Noto, Nava, Ajanao, Balneo, Vega, Sator, Fuenquerra, and Permin, Mr. E. Hooper, Mrs. D. Mitchell, Mr. Tin Ting Bing, Mr. Juan Lee Yoo, Mr. Wong Shi, Mr. So Koo Kee, Lt. M. Liwanag, Master P. Aquino, Mr. M. Matute, Mr. and Mrs. J. Munne, Mr. R. Gonzales, Mr. E. Gonzales, Mr. B. Lozares, Mr. L. de la Cruz, Mrs. J. Onysio, Master N. Ongsiao, Mrs. F. Araullo, Miss L. Araullo, Mr. L. Wing Lee, Mr. F. Texidor, Mr. A. W. G. Brown, Mr. J. R. Cox, Mr. D. Mitchell, Miss V. L. Mitchell.

CLEARANCES.

September 13th.
Cutchas, for Shanghai.
Dutchin Maru, for Keelung.
Empress of Asia, for Shanghai.
Independence, for Shanghai.
Kishu Maru, for Keelung.
Kwang Sang, for Swatow.
Menado Maru, for Swatow.
Poo Sang, for Kwong Chow Wan.
President Lincoln, for Manila.
Sanjin Maru, for Keelung.
Sunkang, for Kwong Chow Wan.
Taisima, for Kwong Chan Wan.
Train, for Hoibow.
West Kader, for Manila.
Yantai Maru, for Canton.

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R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONG KONG.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

TSINGTAO via SWATOW & SHANGHAI	"KWONGSANG" Wednesday, 14th Sept., at 10 a.m.
STRAITS & CALCUTTA	"NAMSANG" Wednesday, 14th Sept., at 3 p.m.
CANTON	"YATSHING" Thursday, 15th Sept., at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"LAISANG" Thursday, 15th Sept., at Noon
CANTON	"CHEONGSHING" Friday, 16th Sept., at 9 a.m.
TSINGTAO via SWATOW & SHANGHAI	"HANGSANG" Sunday, 18th Sept., at 10 a.m.
CANTON	"WAISHING" Tuesday, 20th Sept., at 13 p.m.
TSINGTAO via SWATOW & SHANGHAI	"CHEONGSHING" Tuesday, 20th Sept., at 5 p.m.
OSAKA via AMOI, SHANGHAI, YOKOHAMA, MOJI & KOBE	"YATSHING" Wednesday, 21st Sept., at 10 a.m.
OSAKA via AMOI, SHANGHAI, YOKOHAMA, MOJI & KOBE	"MAUSANG" Saturday, 24th Sept., at 3 p.m.
OSAKA via AMOI, SHANGHAI, YOKOHAMA, MOJI & KOBE	"HOSANG" Sunday, 25th Sept., at 7 a.m.
OSAKA via AMOI, SHANGHAI, YOKOHAMA, MOJI & KOBE	"WAISHING" Sunday, 25th Sept., at 10 a.m.
OSAKA via AMOI, SHANGHAI, YOKOHAMA, MOJI & KOBE	"HOSANG" Wednesday, 28th Sept., at 10 a.m.
OSAKA via AMOI, SHANGHAI, YOKOHAMA, MOJI & KOBE	"KUMMSANG" Sunday, 9th Oct., at 7 a.m.

For Freight or Passage, apply to—

JARDINE MATHESON & CO., LTD.
GENERAL MANAGERS.
Telephone: CENTRAL No. 215. [8]

GLEN LINE.

FARE: HONG KONG TO LONDON, £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO

Motor Vessel "GLENGARRY"	(via Oran) 21st September
Motor Vessel "GLENLUCIE"	(via Oran) 19th October
Steamship "GARMARTHENSHIRE"	(via Oran) 2nd November
Motor Vessel "GLENTARA"	(via Oran) 30th November

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "GARMARTHENSHIRE"	Due Hong Kong, 18th September
Motor Vessel "GLENBEG"	29th September
Motor Vessel "GLENTARA"	15th October
Motor Vessel "GLENSHIEL"	27th October
Steamship "GARMARTHENSHIRE"	10th November

For Freight, Passage and further Particulars, apply to—

JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

NORDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER AND FREIGHT SERVICE.



Cabin class: £73. 0d. 1st. Intermediate class: £48. 2s. 0d. To GENOA.

NEXT SAILINGS:

Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)

ACCOMMODATION FOR 100 CABIN CLASSES AND 150 INTERMEDIATE CLASSES PASSENGERS.	ARRIVAL AT HONG KONG AND SAILINGS FOR SHANGHAI AND TAKU (TIENTSIN)	ARRIVAL FROM SHANGHAI AND SAILINGS FOR GENOA, ROTTERDAM & HAMBURG.
S.S. "SAARBRUECKEN"	27th Sept., 1927.	24th Sept., 1927.
S.S. "COBLENZ"	24th Oct., "	22nd Oct., "
S.S. "FULDA"	21st Nov., "	19th Nov., "
S.S. "TRIER"	18th Dec., "	17th Dec., "
S.S. "DERFLINGER"	15th Jan., 1928.	14th Jan., 1928.

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING:
S.S. "ROLAND" ... on or about 8th October, 1927
S.S. "SCHLESSEN" ... on or about 2nd November, 1927
Calling at Marseilles besides the usual ports.
Calling at Tripoli and Marseilles besides the usual ports.

NEXT ARRIVALS FROM EUROPE:
S.S. "NUERNBERG" ... on or about 17th Sept. in Hong Kong.
For Freight, Passage and further Particulars, please apply to—

MELCHERS & CO.
Telephone C. 4557. 2, Queen's Building, Chater Road. HONG KONG. [30]

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.
REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.
FOR

SWATOW, AMOI & FOOCHOW AND RETURN

(Occupying 8 to 9 Days)

HAINING	Friday, the 15th September, at 2 p.m.
HAIYANG	Tuesday, the 20th September, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Vice Regency) or vice versa and Return by the same Steamer at the Reduced Rate of \$20.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—

DOUGLAS LIPRAIK & CO.
General Managers.

Going home — Combine Rail Trip with Sea Travel

Shortest,
Coolest
Way



to **EUROPE** — to Canada — United States

NO hot, monotonous weeks and weeks of ocean voyaging... But cool, comfortable and varied... Short sea journey... fast rail trip, then... a second short sea trip, if your destination is Europe. Each transfer but a step to train or steamer. And, the delightful exhilaration of gliding through the Canadian Pacific Rockies... at Switzerland in One! Magnificent hotels too... if you have time... at Victoria and Vancouver, at mile-high Banff and Lake Louise... all the way through. From Montreal or Quebec, Expresses of the Atlantic and Cabin Class Ships sail 1,000 miles on the sheltered St. Lawrence and only 4 days of open Atlantic. Canadian Pacific Steamship and Railway Services are all one management... world-famed for equipment and courteous personal attention.

Select them—the *Empress of Canada*, *Empress of Asia* or *Empress of Russia*... largest and fastest liners across the Pacific... sailing frequently from Manila, Hong Kong, Shanghai, Kobe, Yokohama. Direct connections at Victoria and Vancouver for Pacific Coast points in the United States.

9 Days Only—Yokohama to Vancouver

Let a Canadian Pacific agent... or his representative, who will gladly call... tell you how attractive are the through rates... how luxuriously comfortable the routes... and how short and convenient they are.

Canadian Pacific
The World's Greatest Travel System

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES:
\$130, \$112, \$100, \$102, \$83, via SAN FRANCISCO.
\$340, \$340, \$340, \$340, \$340, via JAPAN AND SHANTUNG.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SHANTUNG MARU ... Tuesday, 20th Sept.
SIBERIA MARU ... Tuesday, 4th Oct.
TAIYO MARU ... Tuesday, 18th Oct.

* Calls Los Angeles, Omitting Honolulu.

LONDON via Singapore, Suez, Marseilles & Ports.

KATORI MARU ... Saturday, 24th Sept.

ATSUTA MARU ... Saturday, 8th Oct.

KASHIMA MARU ... Saturday, 22nd Oct.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 21st Sept.

AKI MARU ... Wednesday, 19th Oct.

BOMBAY via Singapore, Penang & Colombo.

HAKODATE MARU ... Tuesday, 27th Sept.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

ANYO MARU ... Thursday, 29th Sept.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

HAKATA MARU ... Wednesday, 21st Sept.

NEW YORK and/or BOSTON via PANAMA.

MATEBASHI MARU ... Thursday, 29th Sept.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

LIMA MARU ... Friday, 21st Oct.

CAIRO via Singapore, Penang & Rangoon.

AKITA MARU ... Monday, 19th Sept.

NAGASAKI, KOBÉ & YOKOHAMA.

AKI MARU ... Friday, 16th Sept.

SHANGHAI, KOBÉ & YOKOHAMA.

HAKONE MARU ... Monday, 19th Sept.

TSUBUGA MARU ... Tuesday, 20th Sept.

PENANG MARU (Mojito direct) ... Wednesday, 21st Sept.

RANGOON MARU ... Friday, 23rd Sept.

DAKAB MARU ... Friday, 23rd Sept.

* Cargo only.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Dep'ts.).



**KONINKLIJKE PAKETVAART
MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 15th September.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to a destinations in the Netherlands East Indies
and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. YONG BUILDING, CHUAN ROAD.

Shipping News

Daily Statement, Waterfront
News, etc.

YESTERDAY'S FREIGHT RETURNS.

NORMAL LOCAL IMPORTS:
THROUGH CARGOES DOWN.

Freights brought into the Colony during the 24 hours ended at 9 a.m. yesterday were normal, but through cargoes showed a considerable decrease. The best contributors towards local imports were Japanese vessels, and for ports beyond, American steamers showed the highest figures.

There were 15,372 tons of freights imported. These were carried by 10 vessels, of which, three British steamers accounted for 4,025 tons. The two best returns were registered by the Japanese vessels *Sanjin Maru* and *Yendai Maru*. The former, from Keelung, brought 3,220 tons and the latter from Dairen had 2,460 tons.

Through cargoes were manifested by five steamers. The total amount carried was 8,914 tons. The two "President" boats were the heaviest contributors. The *President Lincoln* from Los Angeles and Shanghai carried 2,833 tons and the *President Harrison* from Shanghai manifested 2,739 tons. The arrivals and departures during the period under review were:

	Arr.	Dep.
British	4	2
Japanese	3	4
Norwegian	0	2
Chinese	0	4
Danish	0	1
French	0	2
American	2	3
	13	15

The Carriers.

S.S. *Nan Sang* (British) from Osaka and Amoy, 1,142 tons general for Hong Kong and 527 tons for other ports.

S.S. *Borneo* (British) from Haiphong and Hoitow, 2,100 tons general for Hong Kong.

S.S. *Hang Sang* (British) from Tsingtau and Swatow, 753 tons general for Hong Kong.

S.S. *President Lincoln* (American) from Los Angeles and Shanghai, 2,833 tons general for Hong Kong and 2,739 tons for other ports.

S.S. *President Harrison* (American) from Shanghai, 2,739 tons general for Hong Kong and 2,739 tons for other ports.

S.S. *Yendai Maru* (Japanese) from Dairen, 2,460 tons coal for Hong Kong and 1,590 tons for other ports.

S.S. *Sanjin Maru* (Japanese) from Keelung, 3,220 tons coal for Hong Kong.

S.S. *Anyo Maru* (Japanese) from South American ports, 771 tons general for Hong Kong.

S.S. *Nan Kong* (Chinese) from Kwang Chow Wan, 300 tons general for Hong Kong.

S.S. *Chung Kung* (Chinese) from Tourane, 400 tons general for Hong Kong.

DAILY WATERFRONT NEWS.

THE TWO FLOATING VARSITIES.

CHAPEL ISLAND'S NEW
LIGHT.

[BY LONGSHOREMAN.]

The s.s. *Catchas* arriving here yesterday from Glasgow and Singapore brought ninety-six soldiers and one officer for relief.

Slowaway From Shanghai.

A slowaway was discovered on board the s.s. *Yat Shing* shortly after she had left Shanghai, and on arrival here yesterday, the man was handed over to the Police.

Chapel Island Light.

The installation of the new lighting apparatus at Chapel Island will be completed on or about the September 26th. The new lighting apparatus will be dioptric of the first order. The character of the new light will be group-flashing, showing one flash followed by three flashes every 20 seconds, and will be visible 22 miles in clear weather. The height of the centre of the light above high water is 227 feet. The temporary light which is at present being exhibited will be discontinued simultaneously with the exhibition of the new light.

Murder on French Liner
Recalled.

The recent affair on the s.s. *Chenoucaud*, in which the Chief Steward of the ship, who was a Frenchman, was attacked and murdered by one of the Chinese saloon boys, is recalled by the return here yesterday morning of five Chinese saloon hands of the same steamer who had been detained on suspicion for some time at Saigon by the French authorities.

As there was not sufficient evidence to proceed against them, they were released.

It is understood that the man charged with the actual crime is being tried at Saigon.

Floating Varsities.

The Floating University, the s.s. *Ryudom*, which is on another world trip is not due this month, but should arrive here about November 23rd. The floating seminary for women is also coming here but the date has not been announced.

The "President Lincoln."

The s.s. *President Lincoln* arrived in port yesterday, and sailed again in the evening for Manila. Arriving for this port were 73 cabin passengers and 294 steerage passengers, while going through to Manila are 22 cabin passengers and 193 steerage passengers.

The *President Lincoln* brought mail from the United States and the North, and also arriving yesterday with mail from the same ports was the *Shinyo Maru*.

For Australia.

Leaving yesterday with outward Australia and New Zealand mail, etc., the s.s. *Taipan* carried from this port 54 cabin passengers, the majority being Chinese.

The "Franconia."

The Cunard liner *Franconia* has been chartered by Cook's for a six months round-the-world cruise next year.

China Merchants' Steamer.

The Chinese press states that the s.s. *Kong Ping*, belonging to the China Merchants Steam Navigation Company, will go on the run between Shanghai and the Colony on the 21st instant.

Boarding Without Permission.

A Chinese hawk was sentenced to one month's hard labour yesterday by Lieut.-Comdr. G. F. Hole at the Marine Court for boarding the s.s. *Lai Sang*, without permission.

Chinese Deck Passengers.

Chinese deck passengers entering into the Colony during the 24 hours ended at 9 a.m. yesterday totalled 913. These new arrivals were brought here by six steamers.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia*, which left Hong Kong on August 24th, arrived at Vancouver on September 11th.

The B.I. s.s. *Takliwa* will leave for Amoy, Moji Kobe and Yokohama about 6 a.m. on Friday, Sept. 16th, 1927.

WARSHIPS IN PORT.

Warships in port yesterday were:—South Wall Basin, *Sarapis* and *Seraph*; East Wall Basin, *Tarantula* and *Onslaught*; S.M. *L15* and *L19*; West Wall Dock, *Durbin*; In Dock, *Sirdar* and *Robin*; Tai-koo Dock, *Peter* and *Tern*; Kowloon Dock, *Magnolia*; No. 8 Buoy, *Dance*; No. 12 Buoy, *Keppel*; No. 19 Buoy, *Ruthenia*; No. 25 Buoy, *Kharki*.

Foreign Men of War:—French, *Argus* and *Crocodile*; U.S.S. *Pampano*.

MERCHANT SHIPS IN PORT.

The following were the vessels in port up to 9 a.m. yesterday:—

British: *Kwong Sang*; *Nam Sang*; *Borneo*; *Hang Sang*; *Haiphong*; *Seistan*; *Lai Sang*; *Empress of Asia*; *Yuen Sang*; *Telenau*; *Ling Nam*; *Sumatra*; *Tai-koo*; *Seang Hee*; *Tehang*; *Kiang Sun*; *Tai-koo*; *Wang*; *King Yuen*; *Chang-chow*; *Ying Chow*; *Tan*; *Kwang-tung*; *Kudat*; *Tai-ping*; *Chenun*; *Achille*.

American: *President Lincoln*; *Independence*.

Norwegian: *Naardrot*; *Helikon*; *Produce*; *Prosper*.

Danish: *Peru*.

Japanese: *Yendai Maru*; *Sanjin Maru*; *Anyo Maru*; *Tai-koo Maru*; *Daishin Maru*; *No. 33 Keishin Maru*; *Menado Maru*; *Kiku Maru*; *Chung Kung*; *Yuen On*; *Tai-koo*; *Pao Sang*; *Fuk Tai*; *Tai Fook*; *Sing*; *Chang Wai*; *Phraung*; *Con-fucius*; *Lee Cheong*; *Can II*; *Hunt*; *Gen II*; *Kijang*; *Man Sun*.

Dutch: *Tijmannek*; *Granotale*; *Hankow*; *Jan*; *Otto*; *Hong Kong*; *Portugese*; *Goa*; *Shing Cheong*; *Kong On*; *King On*.

French: *Bourbon*.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND,
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEBANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"DEVANHA"	8,155	17th Sept.	Marseilles, L'lon, Antwerp & Hull.
"KIDDERPORE"	5,334	20th Sept.	Marseilles, L'lon, Antwerp & Hull.
"KHYBER"	5,334	1st Oct.	Marseilles, L'lon, Antwerp & Hull.
"ALIPORE"	5,334	8th Oct.	Marseilles, L'lon, Antwerp & Hull.
"NYANZA"	7,023	12th Oct.	Marseilles, L'lon, Antwerp & Hull.
"MALWA"	10,986	15th Oct.	Marseilles, L'lon, Antwerp & Hull.
"KASHMIR"	5,334	20th Oct.	Marseilles, L'lon, Antwerp & Hull.
"MACEDONIA"	11,120	12th Nov.	Marseilles, L'lon, Antwerp & Hull.
"MONGOLIA"	15,504	28th Nov.	Marseilles, L'lon, Antwerp & Hull.
"MANTUA"	10,986	10th Dec.	Marseilles, L'lon, Antwerp & Hull.
"KASHGAR"	9,005	24th Dec.	Marseilles, L'lon, Antwerp & Hull.
"MOHRA"	10,986	7th Jan., 1928	Marseilles, L'lon, Antwerp & Hull.
"DEVANHA"	8,155	21st Jan., "	Marseilles, L'lon, Antwerp & Hull.
"MALWA"	10,986	4th Feb., "	Marseilles, L'lon, Antwerp & Hull.
"KHYBER"	5,334	18th Feb., "	Marseilles, L'lon, Antwerp & Hull.
"MACEDONIA"	11,120	3rd Mar., "	Marseilles, L'lon, Antwerp & Hull.
"KASHMIR"	5,334	10th Mar., "	Marseilles, L'lon, Antwerp & Hull.
"MONGOLIA"	15,504	17th Mar., "	Marseilles, L'lon, Antwerp & Hull.
"MANTUA"	10,986	31st Mar., "	Marseilles, L'lon, Antwerp & Hull.
"KALYAN"	9,144	7th Apr., "	Marseilles, L'lon, Antwerp & Hull.
"MONGOLIA"	15,504	14th Apr., "	Marseilles, L'lon, Antwerp & Hull.
"MOHRA"	10,986	28th Apr., "	Marseilles, L'lon, Antwerp & Hull.
"KASHGAR"	9,005	12th May, "	Marseilles, L'lon, Antwerp & Hull.

* Passengers to Singapore only.

* Calls at Port Sudan. Does not carry 2nd class passengers.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TALMA"	10,000	18th Sept.	Singapore, Penang and Calcutta
"TILAWA"	10,000	18th Sept.	do.
"TAKLIWA"	7,936	5th Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	30th Sept.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"AHAFURA"	6,000	24th Oct.	do.
"TANDA"	6,956	2nd Dec.	do.
"ST. ALBANS"	4,500	30th Dec.	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Kobe, Yokohama, Manila, Cebu, Singapore, and other ports en route as indicated on the following.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand. The P. & O. S.S. Co., Ltd., steamers to London via Suez Canal. The P. & O. S.S. Co., Ltd., steamers to London via Suez Canal. The P. & O. S.S. Co., Ltd., steamers to London via Suez Canal. The P. & O. S.S. Co., Ltd., steamers to London via Suez Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"TAKLIWA"	7,936	18th Sept., 8 a.m.	Amoy, Moji, Kobe & Yokohama.
"MALWA"	10,986	18th Sept.	Amoy, Moji, Kobe & Yokohama.
"NYANZA"	7,023	22nd Sept.	Amoy, Moji, Kobe & Yokohama.
"LAHORE"	5,252	27th Sept.	Amoy, Moji, Kobe & Yokohama.
"KASHMIR"	5,334	3rd Oct.	Amoy, Moji, Kobe & Yokohama.
"AHAFURA"	6,000	10th Oct.	Amoy, Moji, Kobe & Yokohama.
"MACEDONIA"	11,120	15th Oct.	Amoy, Moji, Kobe & Yokohama.
"MONGOLIA"	15,504	20th Oct.	Amoy, Moji, Kobe & Yokohama.
"TANDA"	6,956	24th Oct.	Amoy, Moji, Kobe & Yokohama.
"MANTUA"	10,986	28th Oct.	Amoy, Moji, Kobe & Yokohama.
"KASHGAR"	9,005	1st Nov.	Amoy, Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	5th Nov.	Amoy, Moji, Kobe & Yokohama.
"MOHRA"	10,986	9th Nov.	Amoy, Moji, Kobe & Yokohama.
"DEVANHA"	8,155	13th Nov.	Amoy, Moji, Kobe & Yokohama.
"MALWA"	10,986	17th Nov., 1928	Amoy, Moji, Kobe & Yokohama.
"KHYBER"	5,334	21st Nov., "	Amoy, Moji, Kobe & Yokohama.
"MACEDONIA"	11,120	25th Nov., "	Amoy, Moji, Kobe & Yokohama.
"KASHMIR"	5,334	29th Nov., "	Amoy, Moji, Kobe & Yokohama.
"MANTUA"	10,986	3rd Dec., "	Amoy, Moji, Kobe & Yokohama.
"MONGOLIA"	15,504	7th Dec., "	Amoy, Moji, Kobe & Yokohama.
"MOHRA"	10,986	11th Dec., "	Amoy, Moji, Kobe & Yokohama.
"KASHGAR"	9,005	15th Dec., "	Amoy, Moji, Kobe & Yokohama.
"MALWA"	10,986	19th Dec., "	Amoy, Moji, Kobe & Yokohama.
"DEVANHA"	8,155	23rd Dec., "	Amoy, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

